

# THE ILLUSTRATED LONDON NEWS



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ONE SHILLING.

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THE TWO-MINUTES SILENCE IN MEMORY OF THE GLORIOUS DEAD: AT THE WHITEHALL CENOTAPH.

Due observance was given on the anniversary of the Armistice, November 11, to the King's desire "that at the hour when the Armistice came into force, the eleventh hour of the eleventh day of the eleventh month, there may be, for the brief space of two minutes, a complete suspension of all our normal activities. During that time . . . all work, all

sound, and all locomotion should cease, so that, in perfect stillness, the thoughts of everyone may be concentrated on reverent remembrance of the Glorious Dead." The signal was given in London by maroons, and for two minutes silence reigned, "and all that mighty heart was lying still." The Cenotaph in Whitehall was, as it were, the central shrine.

## THE TWO-MINUTES PAUSE: LONDON "UNITES IN THIS SIMPLE SERVICE OF SILENCE AND REMEMBRANCE."

PHOTOGRAPH  
BY C.N.

THE SPONTANEOUS OBSERVANCE BY ALL CLASSES OF THE KING'S SUGGESTION OF A TWO-

MINUTES SILENCE AT THE HOUR OF THE ARMISTICE: A TYPICAL SCENE IN REGENT STREET.

This remarkably interesting photograph shows how spontaneously all classes of people in London observed the two-minutes reverent silence, suggested by the King, in memory of the Glorious Dead, at 11 o'clock on November 11, the hour at which the Armistice came into force last year.



By G. K. CHESTERTON.

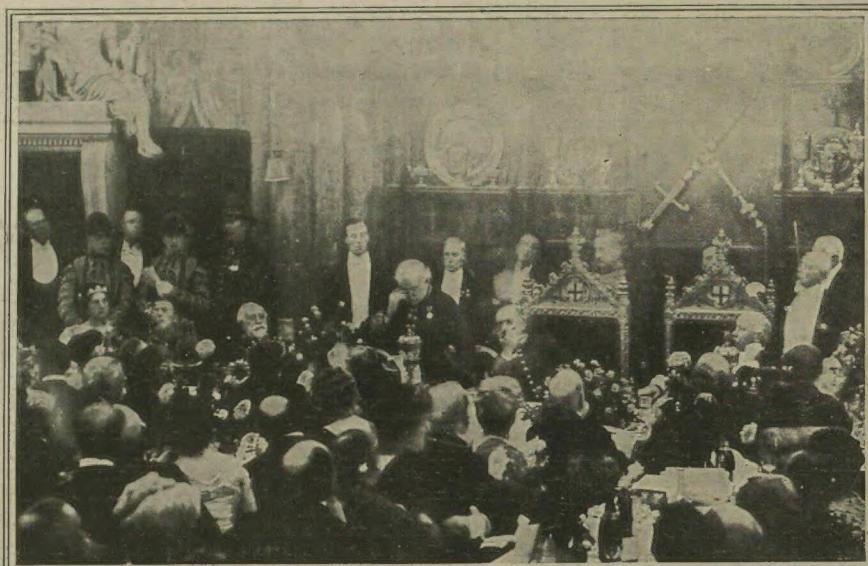
Lord Fisher, in pages that are rather like posters, has asked a series of sensational questions, many of which are sensible as well as sensational; and one of the most sensible was the question of why there is no new and popular life of Nelson. And Mr. Maurice Baring, in an equally entertaining work, of similar candour and a somewhat saner culture, has asked the parallel question of why there is not in English a new and popular life of Napoleon. In England, of course, it is very right and reasonable that the first should come first. But it is very wrong and very unreasonable that the second should not come at all. It would be very wrong and unreasonable, even if Napoleon were still no more than a great enemy; but he is now something much more like a great ally. The comparative neglect of these two great heroes would be sufficiently unnatural, if they were considered merely as the antagonists in the ancient struggle between the maritime adventure of the English and the military tradition of the Latins. Such neglect is almost incredible now that the world has been saved by a bond of brotherhood between the navy of Nelson and the army of Napoleon.

Napoleon himself, to begin with, is still ludicrously belittled, for no better reason than that we happened to go to war with him in what is now ancient history. We do not maintain this meaningless vendetta against any of our other great foes in the French wars. We do not dismiss St. Louis as a ridiculous religious maniac because he had recovered French lands that had belonged to our own beloved sovereign King John. We do not jeer at Joan of Arc as a sort of village idiot, because she dreamed of the deliverance of France and the defeat of England. We are not still reminding Bertrand du Guesclin of his stumpy figure and his ugly face, merely because he was a military rival to the Black Prince. But many are still reminding Napoleon of his physical littleness, and associating it with a moral littleness. Sneers at Napoleon are still introduced in the most wanton and roundabout fashion on the slightest occasion and without the remotest necessity. The most casual and otherwise colourless narrative will be full of phrases like "Napoleon, with the most childish vanity, reviewed his troops, riding on a white horse," or "The vulgar vain-glory of Bonaparte had to be satisfied by a roll of drums." In a series of pointless parentheses, we are perpetually informed that the Emperor, with coarse self-indulgence, ate his dinner; that the Emperor, with the foppery of a parvenu, put on his hat; that the Emperor, with characteristic spite and small-mindedness, distrusted a

friend who betrayed him, or showed some coldness to an enemy who tried to poison him.

Napoleon was by no means a perfect character; nor was Nelson. Napoleon's was by no means a faultless career; nor was Nelson's. Both these human beings were exceedingly human; one might almost say superhumanly human. The faults of Nelson might be found in a large number of English sailors; the faults of Napoleon in a yet larger number of Latin soldiers. But this solitary Southern officer of artillery still suffers as petty a persecution from historians as he did from Sir Hudson Lowe. Sir Hudson, to do him justice, did not pretend to be a historian or even a biographer, but only a jailer. And if his conduct was (as it was) beneath the dignity or decency of a turnkey, it is not easy to find words for men

undervalued him because he came from what was called the Revolution; the Radicals undervalued him because he founded what was called the Empire. The Tories did not realise how much the rebellion was a resistance. Our plays and romances, when they describe the mob as howling down aristocrats, still leave out the fact that the mob was howling down pro-Germans. And similarly the Radicals do not yet understand that it was Napoleon alone who sowed all over Europe those seeds of self-government that are now springing into vigorous and even violent life. If we judge, not by the official titles on top like Emperor or Republic, but by the fundamental facts underneath, like patriotism, property, marriage and religion, we shall see that Napoleon made the Revolution not only constructive but conservative. The Code Napoléon was everywhere a fountain of that fairly distributed property which is the only possible and permanent sort of property. The Concordat was the recognition that France is a Christian country; a fundamental fact which shallower people always miss. And his international policy was simply our international policy, or what ought to be our international policy. It was the isolation of Prussia; it was the resurrection of Poland. It was the permanent fortification of the old civilisation of Christendom, with its chivalry and charity, its market-places and its shrines, against the terrorism of the Teutonic tribes.



THE PREMIER ON RUSSIA: MR. LLOYD GEORGE SPEAKING AT THE LORD MAYOR'S BANQUET.

Mr. Lloyd George is here seen speaking at the Lord Mayor's Banquet at the Guildhall on November 8 in response to the toast of "His Majesty's Ministers." The chief interest of the speech was his review of the situation in Russia, where, he said, he hoped the Powers might be able to organise peace. Next to the Premier, to the right, is the retiring Lord Mayor, Sir Horace Marshall, and, to the right again, the new Lord Mayor, Sir Edward Cooper. On the left are the French Ambassador, M. Paul Cambon (with white beard), and, next to the left, Mr. Austen Chamberlain. M. Cambon replied to Mr. Chamberlain's toast of "The Foreign Ministers."—[Photograph by C.N.]

who perpetuate such a provincial prejudice, when they claim to be judging events that involved the history of all nations and the philosophy of all the world. The best that can be said for them is that they are like a man who should invariably sneer at Dante because his own great-grandfather said he preferred Guelphs to Ghibellines; or merely made mock of Shakespeare out of loyalty to Queen Elizabeth, when she quarrelled with Southampton and Essex. It is quite true that our great-grandfathers represented Boney as Bogey. But they at least were lying against their country's enemy, in favour of their country's allies. The English writers of to-day are lying against their country's allies, and in favour of their country's enemy.

English experience indicates, I fancy, that when the two great political parties agree about something it is generally wrong. The stale and sterile fallacy about the great Napoleon has remained among us very largely because both the two political parties, from two different motives, agreed in falsifying his greatness. The Tories

There is a place near Montmirail, I think, where he must have stood in those last dark days, when everything was drawing towards his doom, when he had withdrawn with his last shattered and outnumbered forces to the fields of Champagne; and, surrounded by ever-swelling multitudes out of Germany, by the ensigns of all the tyrants and their tribes, won victory after victory in vain. It is generally implied, and it may very probably be true, that in his own clear brain there was nothing but despair. But if we could fancy that there are ghosts of the future as well as ghosts of the past, he might have seen them there if anywhere, when standing on that spot and looking at that landscape. He might have heard another voice than his own giving orders in French; other bugles calling faintly across that haunted field of battle; and yet younger voices going through the gap at St. Gond, singing the "Marseillaise." He might have seen the lines of his little force elongated into perspectives then impossible and incredible; and the batteries of men unborn holding the bridgeheads of the Marne.

## PRESIDENT POINCARÉ: ROYAL WELCOMES AT DOVER AND LONDON.

PHOTOGRAPHS BY TOPICAL.



M. AND MME. POINCARÉ AT DOVER: THE PRESIDENT REPLYING TO AN ADDRESS OF WELCOME—MME. POINCARÉ ON THE LEFT.



THE KING'S GREETING TO THE FRENCH PRESIDENT: HIS MAJESTY AND THE QUEEN MEETING M. AND MME. POINCARÉ (ALIGHTING) AT VICTORIA.

President and Mme. Poincaré arrived at Dover in the S.S. "Rouen" shortly after noon on November 10, and were welcomed by Prince Albert, who went on board the steamer. After landing, the visitors were received at the Marine Station by the Mayor (Alderman Charles Beaufoy), and the Town Clerk read an Address, to which M. Poincaré replied, in

French, alluding to the work of the Dover Patrol. At Victoria the King and Queen greeted the President and Mme. Poincaré, who, it may be noted, had changed her dress between Dover and London. The party then drove in carriages to Buckingham Palace through cheering crowds, and in the evening their Majesties gave a State Banquet.

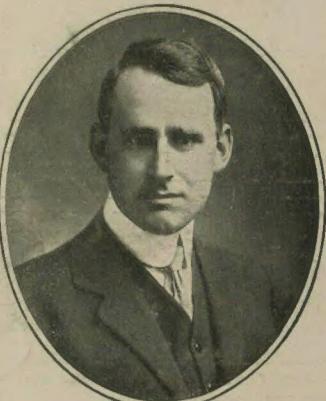
# A NEW THEORY OF THE UNIVERSE.

*Professor Eddington and Dr. A. C. de la C. Crommelin on the Verification of Einstein's Prediction.*

## PROFESSOR A. S. EDDINGTON ON THE NEW DISCOVERY.

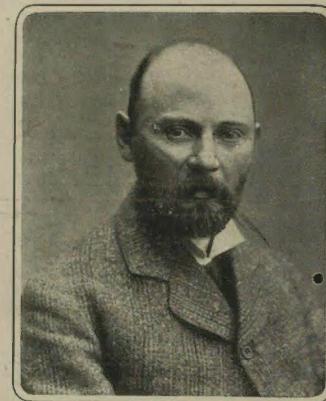
TWO British astronomical expeditions, which observed the total eclipse of the sun on May 29, in Brazil and the Island of Principe respectively, have now reported their results. They both agree that the gravitation of the sun causes a bending of the path of a ray of light; or, in simple terms—light has weight. This had been contemplated as a possibility by scientists for some years; but never before had it been practicable to settle the question by experiment. We know that the weight of a rifle-bullet causes it to take a curved course; and the faster the bullet the smaller the deviation. Light goes so fast that on the earth we could not expect to detect any appreciable deviation from a straight line, so the experiment had to be transferred to the sun, where there is a longer track, and a bigger pull of gravitation. The light coming from certain stars was used (hence the need for a total eclipse, in order that the stars near the sun could be photographed), and the swerve of the light under the pull of the sun was measured by the apparent displacement of the stars. The telescope had to be pointed "higher" to allow for the drop of the light, as a rifle must be pointed higher to allow for the drop of the bullet. The swerve is extremely minute, and very delicate measures with most elaborate precautions were necessary.

The weight of any ordinary quantity of light is extremely minute; in fact, the sunlight falling on the whole earth during one day weighs only 160 tons. If we wished to buy light by weight from an electric light company they would charge at the rate of at least £100,000,000 per lb. The force of gravitation has seemed hitherto to stand almost aloof from all the other inter-related phenomena of nature, and the discovery that it exerts an influence on light reveals quite a new side to its character.



PROFESSOR A. S. EDDINGTON, ONE OF THE BRITISH OBSERVERS OF THE TOTAL SOLAR ECLIPSE OF MAY 29, 1919.

Photograph by Elliott and Fry.



DR. A. C. DE LA C. CROMMELIN, ONE OF THE BRITISH OBSERVERS OF THE TOTAL SOLAR ECLIPSE OF MAY 29, 1919.

Photograph by Elliott and Fry.

disconnected. As we have seen, one such relation, that between gravitation and light, has now been verified by experiment.

DR. A. C. de la C. CROMMELIN ON THE NEW DISCOVERY.

THE results of the two expeditions that went to Brazil and Principe Island to view last May's eclipse were announced at a joint meeting of the Royal and Royal Astronomical Societies on November 6, and have excited much interest. Their object was not, as in previous eclipses, to study the corona and prominences of the sun, but to test the theory that light is subject to gravitation, and, if so, whether the amount of bending produced is in accordance with Newton's Law or with the modified form of it that has lately been put forward by Einstein. The basis of Einstein's work was a famous experiment carried out in 1886 by Michelson and Morley in the endeavour to detect our motion through the ether of space by comparing the apparent velocities of light over a measured distance in several different directions. They reached the perplexing conclusion that no variation of velocity could be detected. It was deduced from this result that objects must alter in length according to their rate of motion in the ether. As it has been expressed, "There is a conspiracy of all the forces of Nature to prevent our detecting motion in the ether." Einstein saw that this conclusion would involve some modifications in various theories that had hitherto been accepted, and succeeded in finding a

any other bodies in its neighbourhood; but there are the rare occasions when its light is blotted out by the intervention of the moon. The eclipse of last May was specially favourable for the purpose, there being no fewer than twelve fairly bright stars near the limb of the sun. The process of observation consisted in taking photographs of these stars during totality, and comparing them with other plates of the same region, taken when the sun was not in the neighbourhood. Then if the starlight is bent by the sun's attraction, the stars on the eclipse plates would seem to be pushed outward compared with those on the other plates, the amount of outward push being greater the nearer the star is to the sun. Prior to the measurement of the plates there were three possibilities before the observers: first, that no shift at all would be shown; this has been quite definitely negatived by the observations. Secondly, that the shift due to Newton's Law would be shown, which is seven-eighths of a second at the edge of the sun. One of the two cameras at Sobral, Brazil, gives a value slightly greater than this, but the observations with this camera are discredited, since the focus is bad; it is supposed that the sun's heat acting on the flat mirror used to reflect light into the camera distorted its figure. The third possibility was the shift predicted by Einstein's theory, which is just double the last, or  $1\frac{1}{8}$  seconds at the sun's edge. The second Sobral camera and the one used at Principe agree in supporting this value; and as the star-images on the plates are quite sharp and easy to measure, this result is considered to be entitled to confidence. Most of those present at the meeting on Thursday accepted the gravitational part of Einstein's theory as established, though notice was taken of the fact that one phenomenon which he predicted has not been verified; this is the shift of the lines in the sun's spectrum (or the spectrum of any body of great gravitational power, such as the stars) in the direction of the red end. This

SIR FRANK DYSON, THE ASTRONOMER ROYAL, WHO ANNOUNCED THE VERIFICATION OF THE EINSTEIN PREDICTION

Photograph by Elliott and Fry.

formula for the law of attraction that would satisfy the observed phenomena. He had one remarkable success forthwith. The orbit of Mercury, the nearest to the sun and the quickest moving of the planets, is decidedly oval, and the direction in which the length of the oval lies is found to be changing at a greater rate than the attraction of the other planets will explain. Einstein was delighted to find that his theory gave exactly the amount of motion observed. The success in explaining a fact which had caused astronomers much perplexity predisposed many of them to accept his theory; but they desired to put it to a further test. This was the amount of bending that gravitation could exert on light. The idea of this bending is by no means new. It was suggested as possible by Newton himself, and we find its amount calculated by the famous physicist Cavendish in the year 1795. Up till that date light was assumed to consist of tiny corpuscles or particles; but in the nineteenth century this theory was superseded by that which makes light consist of waves in the ether—an impalpable medium which is supposed to fill space. It is now known that these waves carry energy and have the power to produce motion in matter; thus the violent repulsion from the sun exhibited by the tails of comets is supposed to be due to their agency. In the last few years physicists have drawn the conclusion, on theoretical grounds, that the carrying of energy renders the light-waves liable to bending by gravitation—a view which was strongly confirmed by the fact that a bending of this kind was detected in the rays emitted by uranium.

There is only one body in our neighbourhood that possesses anything like enough attractive power to make this effect visible; that body is the sun. Unfortunately, its intense radiance prevents us from seeing

effect has been carefully searched for by Messrs. St. John and Evershed without success. Professor Eddington, who was one of the observers in Principe, admitted that this failure would weaken the steps on which Einstein built his result, but said the result itself would remain, since it agreed with observed facts. Professor Newall argued that the shift noted in the stars might be due to refraction produced by gases surrounding the sun. This possibility had been considered by the observers; but they concluded that, if gas of such density was present there, the great comet of 1882 could not have passed through that region without its rate of motion being affected; no change in this rate could be observed. It is scarcely correct to speak of Einstein's theory as overthrowing that of Newton; for bodies moving with planetary speeds the two theories practically agree. There is a very slight difference in the case of Mercury, but this is already allowed for in the tables, which in this particular were based on observation, not on theory. But when a body is moving with the speed of light then the two theories differ notably, as has been shown above. Since light is now considered to be an electro magnetic phenomenon, Sir Joseph Thomson indicated that the result might have important bearings on electrical theories. In any case, it is of profound philosophical interest: straight lines in Einstein's space cannot exist; they are parts of gigantic curves, and if we travel far enough along one we shall return to our starting-point. According to Mr. de Sitter, light would take some thirty million years to return to its starting point, though it would travel more than seven times round the world in a second. Thus space, even if not absolutely infinite, remains practically so to our senses, since the most distant object visible in the heavens is at a much smaller distance than that given for the radius of space.

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## A LORD MAYOR'S SHOW WITH NEW FEATURES: PAGEANTRY OF PEACE.

PHOTOGRAPHS BY TOPICAL, SPORT AND GENERAL, AND I.N.A.



"YOUTH WILL BUILD THE NEW WORLD": THE LEAGUE OF YOUTH CAR HEADING THE PROCESSION.



LEADING THE LEAGUE OF NATIONS PAGEANT: MRS. COUCHMAN, REPRESENTING THE CITY OF LONDON.



SINGING NATIONAL SONGS AND FOLK SONGS: THE LEAGUE OF ARTS CHOIR ON THE STEPS OF ST. PAUL'S.



DECORATIONS AT ST. PAUL'S: FLAGS DISPLAYED ON THE CATHEDRAL STEPS DURING THE PROCESSION.



ONE OF THE MOUNTED WOMEN IN THE LEAGUE OF NATIONS PAGEANT: THE PERSONATOR OF BELGIUM.



A MODEL OF A SHIP'S BRIDGE: THE BRITISH AND FOREIGN SAILORS' SOCIETY CAR.



REPRESENTING THE UNITED STATES: MISS CAVE IN THE LEAGUE OF NATIONS PAGEANT.

The Lord Mayor's Show, inaugurating Sir Edward Cooper's year of office, took place this year on Saturday, Nov. 8, and had some novel and interesting features. It expressed the idea that the nations should unite in rebuilding the world on the ruins left by the war. The procession was headed by children with a car containing a large globe and a banner inscribed, "Youth will build the new world." Then followed a Pageant of the League of Nations, arranged by Mr. Louis N. Parker. It was headed by a Herald of

Peace. Next came a car with women representing the Continents, followed by a long cavalcade of mounted women in picturesque national costumes, personating the Allied States and neutral countries. At the head of the pageant rode London (impersonated by Mrs. Couchman), whose horse was caparisoned with the flag of St. George. In the front rank was Belgium, in a veil of deep mourning, symbolic of her sufferings in the war. The United States representative had a costume of Stars and Stripes.

## THE MEASUREMENT OF SENSATIONS.

Translated from the French of Jacques Boyer, by Charles E. Roche.

**S**ENSATION constitutes the state of consciousness which occurs when sound, light, and other physical agents stimulate one of our organs. After all, we only are conscious of sensations; from them do we alone derive our consciousness of the Universe. And so it is that scientific men seek to substitute for crude sensations depending upon a number of circumstances, and therefore difficult to observe fully, sharply defined sensations as much in accord as possible with each other, and, as a result, apparently distinct from the individual and his particular state or condition. Since there is then a manifest connection between the central action and the sensory reaction, the rôle of the physiologist consists in determining precisely in the case of each individual sensation the corresponding intensity of the excitant, to define the curve of the results, and, after more or less laborious calculations, to lay down the mathematical formula. The main difficulty consists in operating with sufficient precision and within somewhat extended limits.

For the purpose of exploring this still little-known domain, a certain number of new or but slightly known apparatus have been conceived, and it is proposed to describe them. For instance, our tactile sensations of pressure are measured by Weber's compass; the memory for figures and sentences, attention, and a few of the higher developments of our intelligence, such as imagination, abstraction, judgment, reasoning with the aid of appropriate tests, and muscular sensation, by means of the myo-esthesimeter; the periods of auditory reaction with d'Arsonval's chronometer; while the respective muscular force of the right and the left hand is established by means of the dynamometer of Régnier-Chéron, and so forth.

To enter into a few details concerning these apparatus and their working. Weber's haptic-esthesiometric compass, as improved by Toulouse and Piéron, possesses two finely pointed needles suspended from an oscillating lever; these needles separate and, by means of a button, cause a graduated plate to slip into a rule which is furnished with a test-mark. The observer, grasping the handle or stem of this compass, exercises on the closed hand of the subject, after having bandaged his eyes, an equal pressure by means of the two needles. He next notes the minimum distance apart below which the patient feels one contact only, and above which he distinguishes two.

In order to observe the memory for figures and sentences, attention, and a few associative intellectual phenomena, use is frequently made of Lahy's electromagnetic apparatus of presentation, which is set in motion at the required moment by means of a hand-lever. As will be seen from one of the illustrations, the electro-magnet, by attracting a screen, or when surrendering it to the traction of an opposing spring, discovers suitable tests. On the other hand, the rapidity of thought is calculated, chronometer in hand, by the number of verbal associations created within a given and sufficiently long space of time, to permit of ignoring the trifling errors of experimentation.

The acuity of muscular sensitiveness is determined through the smallest connection between two metallic and cylindrical vessels of like volume and weight: one of them, serving as standard, preserves a constant weight, while the other is furnished with weights in the form of plates gradually increasing its weight. They are suspended alternately from the extremity of the subject's finger, in order that he may differentiate between them. Together, four series of cylindrical vessels, the first of aluminium, weighing 1 gr., and the

three others of copper, weighing 10, 100, and 1000 gr., constitute the *myo-esthesimeter* of Toulouse and Vaschide. In the cylindrical vessels of variable weights in each series, plates of recorded weight can be adjusted (to the extent of 10, ranging from 1 to 10 units), which cause an increase in its value, as regards the constant standard, in the proportion of 1-1000, 1-100 and 1-10. The patient, blindfolded, is comfortably seated in front of a table, when the operator gently places on the articulation of the phalanx and of the phalangine (second phalange of bones possessing three) of the fore-finger a vessel of 100 grammes (standard), which he leaves there for six seconds, the subject being made to try the weight of it thrice with a motion of the fore-arm. The experimenter next removes the receiver and substitutes, three seconds later, the second vessel of 100 gr., plus an additional weight of 9 grammes; he then inquires which of the two objects was the heavier. The operation is renewed with increased weights, until the answers obtained be constantly accurate. The value of the limiting difference is thereupon determined by a fraction having as its numerator the weight in grammes of the weight superadded to the

about the opening of the circuit. The subject, with face averted, or blindfolded, shuts off the current by pressing a knob or button. The interval between the emission and perception of sound measures the period of reaction, which is recorded by hundredth or half-hundredths of a second on the dial, according to the distance travelled by the needle.

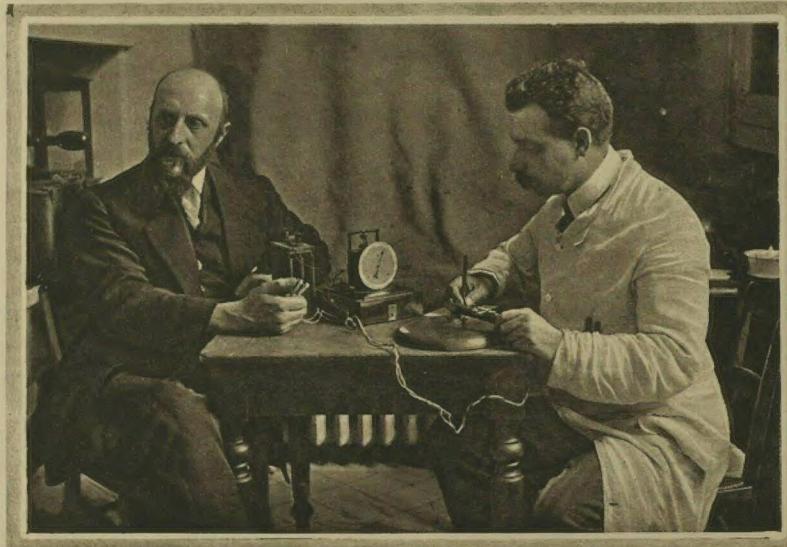
On the other hand, the connection existing between the strength of the right hand and that of the left is established by the *Régnier-Chéron dynamometer*. The instrument consists of a spring which is firmly grasped, but the pain produced by its rigidity inhibits all effort; moreover, in this apparatus, the value of muscular contraction being mainly bound up with rapidity, the dynamometer supplies but uncertain data.

M. Charles Henry, Director of the Laboratory of the Physiology of Sensations at the Sorbonne, has likewise invented a photoptometer disclosing luminous sensations; he bases his theory on the principle that the intensity of light, passing through a diaphragm, varies proportionally to the surface of its orifice. The rays emitted by the source pass through an oiled paper and through the diaphragm, thereupon projecting themselves on a second ocular screen. By modifying the orifice of the diaphragm and the source, one obtains every possible luminous intensity, and, it is possible to determine the governing law, by noting with the necessary precautions the corresponding sensations.

Among other luminous sensations measured by the same physiologist, attention may be called to *mental vision*. In other words, he has succeeded in demonstrating that the pupil is capable of dilatation under the influence of the brain. In order to achieve this, he looks through a convergent lens at a movable plane showing the angle on a graduated rule, until he no longer sees but the slightest of shadows. He then notes the diameter of the pupil. He now repeats his observation, this time withdrawing the lens and going farther away from the object, until it once more becomes imperceptible; lastly he examines the variation in the size of the pupil.

The quantities of light are identical in both cases; alone do the distances of the object differ greatly in the course of the two experiments; but since the pupil dilates, in the second instance, more or less according to the subjects, the conclusion is perforce reached that there exists a cerebral reflex determined by the idea of distance. This reflex is even bound up with the intensity of vision, in the case of certain persons.

Lastly, in order to establish the appreciation of odours, this can be done by the use of the *olfactometer*, which consists of a gauge enclosing three concentric and distinct tubes: a glass cylinder acting as reservoir for oil or spirit, a second of paper, and a third of glass graduated in millimeters. As is shown, the operator introduces the extremity of the phial into one of his nostrils while stopping up the other with a plug of closely-packed cotton-wool, and lifts it with a uniform motion, by breathing normally; the fume then passes from the reservoir into the last receptacle, passing through the paper, until it ascends the nostrils of the experimenter. As soon as the minimum sensation is produced, the experimenter stops the motion, and notes the height and duration of the uplift; with these two elements, with a number depending both on the experiment and on a constant of each instrument, and finally with a constant of the absorbent substance, one obtains the weight of the fume corresponding to the perceptible minimum.



MEASURING THE AUDITIVE PERIODS OF REACTION BY D'ARSONVAL'S CHRONOMETER: THE SUBJECT (LEFT) PRESSING A BUTTON ON HEARING THE SOUND PRODUCED BY THE EXPERIMENTER'S INSTRUMENT.

Photograph supplied by M. Jacques Boyer.

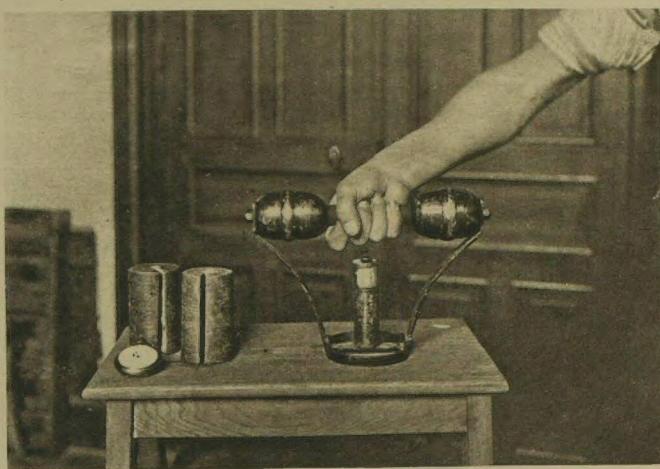
comparison cylinder, and, as its denominator that of the standard vessel.

In order to obtain a knowledge of the auditive periods of reaction, recourse is had to *d'Arsonval's chronometer*, the feature of which consists of a spring causing a needle to revolve in front of a dial adjusted to the velocity of one revolution per second. The vanes of a Foucault regulator secure for the apparatus a constant progression for the space of some ten minutes. An axis composed of two parts, the one remaining connected with the wheels of the mechanism, the other geared to the former by means of a circular plate with toothed edges gripping another circular plate of felt, transmits motion to the needle, while a light spring pressing the movable axis of the latter against the stationary axis secures the gearing. The other surface of the mobile plate which carries the needle, and which is of soft iron, faces a small electro-magnet. When a current passes through the latter, the disc of the movable axis becomes drawn to it, its teeth part from the felt, while the needle remains motionless; but when the circuit is open, the little spring renews the gearing of the cogged disc with the felt one. When the mechanism is in motion, the stationary axis revolves, imparting motion to the needle.

In order to discover by means of this chronometer the auditive periods of reaction, the experimenter seats himself opposite the subject, holding an instrument similar to a tuning-fork, with which he produces a sound, by striking a sort of gong, simultaneously bringing

## A NEW BRANCH OF PHYSIOLOGY: THE MEASUREMENT OF SENSATIONS.

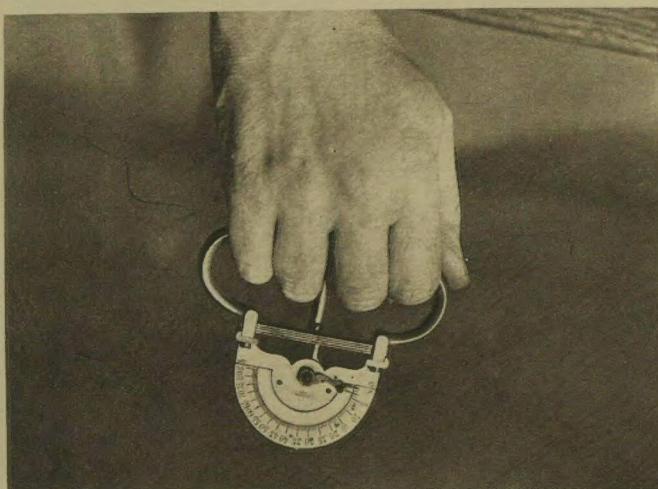
PHOTOGRAPHS SUPPLIED BY M. JACQUES BOYER.



AN APPARATUS USED IN THE MEASUREMENT OF SENSATIONS: DYNAMOGENIC DUMB-BELLS.



THE OLFACTOMETER: HOLDING A PHIAL TO ONE NOSTRIL—THE OTHER STOPPED WITH COTTON WOOL.



TESTING THE RESPECTIVE FORCE OF THE RIGHT AND LEFT HAND: RÉGNIER'S MUSCULAR DYNAMOMETER.



MEASURING MUSCULAR SENSITIVENESS BY THE TOULOUSE AND VASCHIDE MYO-ESTHESIMETER: A BLINDFOLDED SUBJECT GUESSING WEIGHTS.



LAHY'S ELECTRO-MAGNETIC APPARATUS FOR TESTING MEMORY: READING A STATEMENT TEMPORARILY UNCOVERED.

In an article given on another page in this number are described various new scientific instruments used by modern physiologists in a comparatively unexplored domain of research; that is, the measurement of human sensations—muscular, tactile, auditory, optical, and even those of mental vision and the power of memory and attention. Some of these remarkably interesting experiments are illustrated in the above photographs, others on a

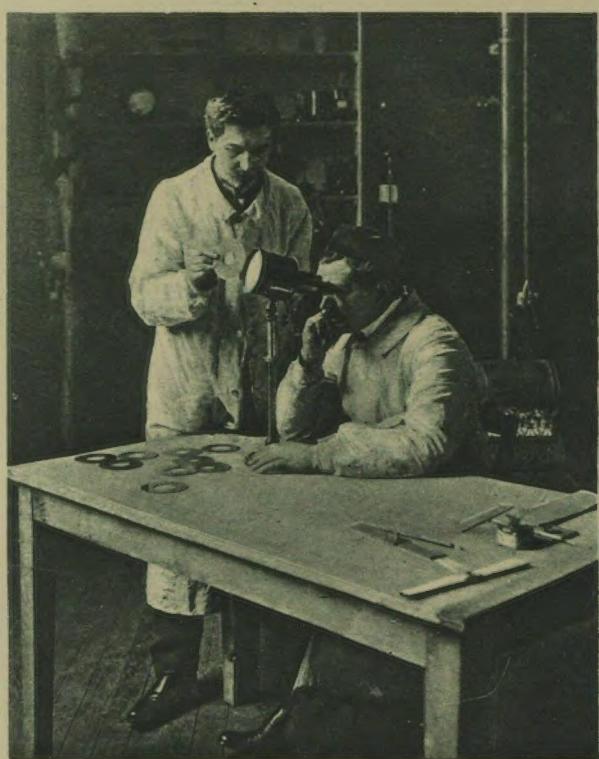
third page devoted to the subject. The article before-mentioned explains the principles and mechanism of Régnier's dynamometer, for measuring the respective force of the two hands; the olfactometer for measuring perception of smell; the myo-esthesimeter of Toulouse and Vaschide for measuring muscular sensitiveness, and Lahy's electro-magnetic apparatus for observing the memory for figures and sentences and the power of attention.

## MEASURING SENSATIONS: TESTS FOR THE EYE, EAR, HAND, AND BRAIN.

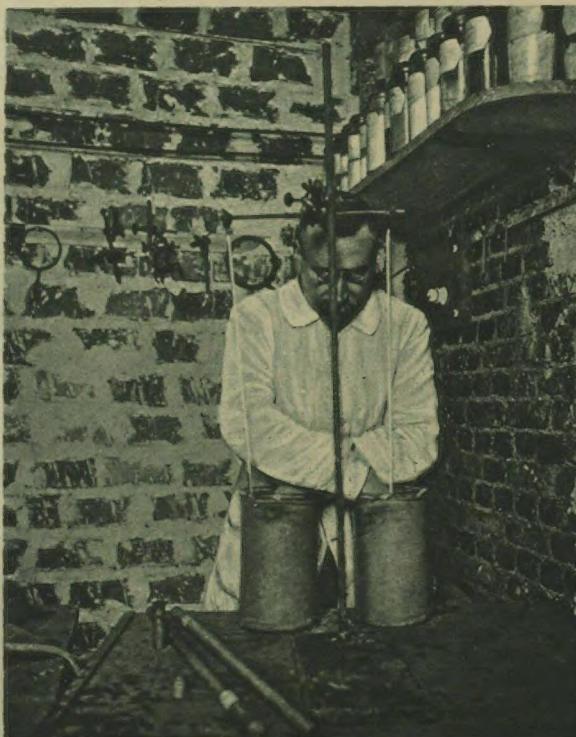
PHOTOGRAPHS SUPPLIED BY M. JACQUES BOYER.



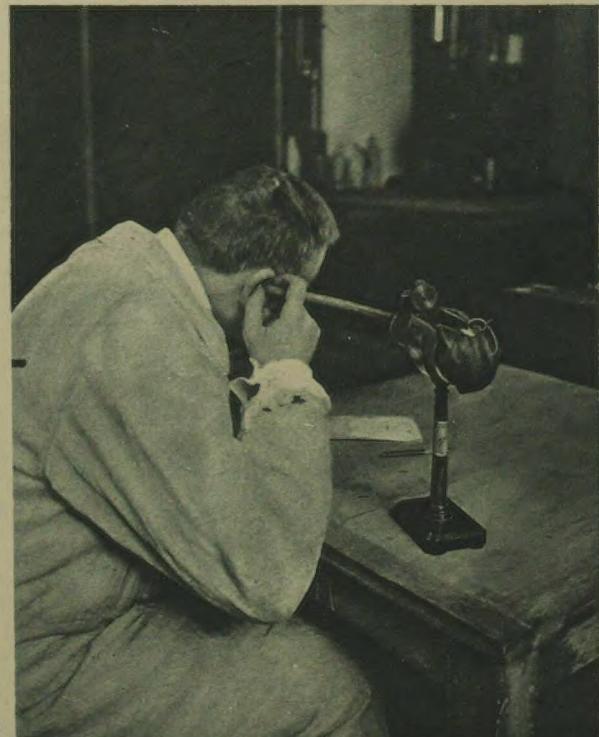
INVENTED BY M. CHARLES HENRY, OF THE SORBONNE: AN APPARATUS FOR MEASURING MENTAL VISION.



BASED ON DILATATION OF THE PUPIL INFLUENCED BY THE BRAIN: M. HENRY'S PUPILLOMETER FOR MEASURING MENTAL VISION.



TESTING SUSCEPTIBILITY TO HEAT: AN EXPERIMENT IN MEASURING CALORIFIC SENSATIONS, WITH HANDS CROSSED.

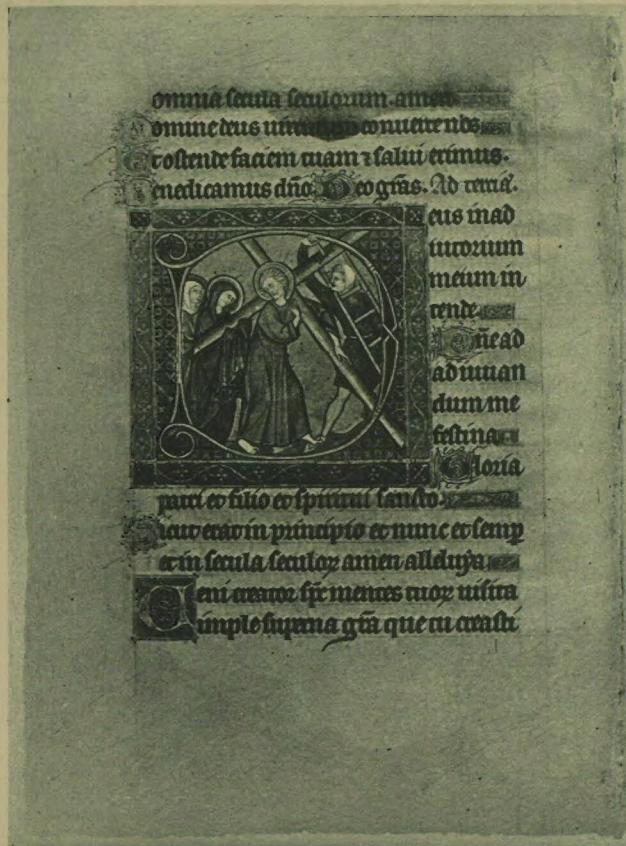


THE MEASUREMENT OF THE SENSATION OF HEARING: AN EXPERIMENT WITH THE AUDIOMETER.

One of the most interesting experiments is that devised by M. Charles Henry, Director of the Laboratory of the Physiology of Sensations at the Sorbonne, who has invented a photopometer for measuring luminous sensations. The writer of our article says: "Among other luminous sensations measured by the same physiologist, attention may be called to mental vision. In other words, he has succeeded in demonstrating that the pupil (of the eye) is capable of dilatation under the influence of the brain. To achieve

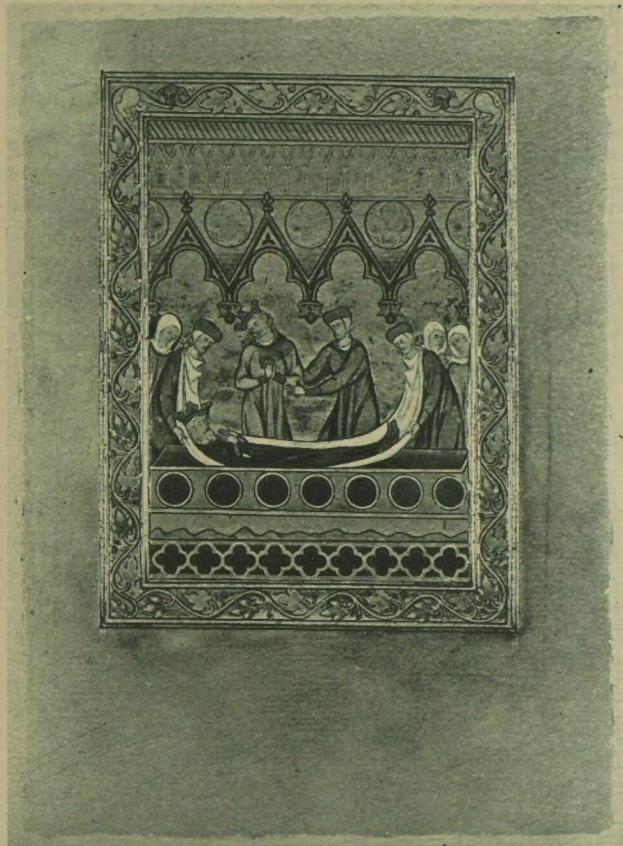
this, he looks through a convergent lens at a movable plane showing the angle on a graduated rule, until he no longer sees but the slightest of shadows. He then notes the diameter of the pupil. He now repeats his observation, this time withdrawing the lens and going farther away from the object, until it once more becomes imperceptible: lastly he examines the variation in the size of the pupil. . . . The conclusion is reached that there exists a cerebral reflex determined by the idea of distance."

## Ruskin's "Greatest Treasure": The Thirteenth-Century "Isabelle Psalter."



MADE FOR ISABELLE OF FRANCE, A SISTER OF ST. LOUIS, BETWEEN 1254 AND 1270: THE ISABELLE PSALTER—AN INITIAL, CHRIST BEARING THE CROSS.

The Isabelle Psalter, an exquisite thirteenth-century illuminated manuscript, was made between 1254 and 1270 for Isabelle of France, sister of St. Louis. This treasure has just been bought for the Fitzwilliam Museum at Cambridge by a body of subscribers connected with the University, headed by Lord Glenconner, and with Lord Carmichael as treasurer. The Isabelle Psalter contains 52 lovely miniatures, and numerous incidental



FORMERLY IN THE LIBRARY OF CHARLES V. AND AFTERWARDS IN THE POSSESSION OF RUSKIN: THE ISABELLE PSALTER—THE BURIAL OF DAVID.

enrichments. In the fourteenth century it was in the library of Charles V. of France, and in 1854 it was bought by John Ruskin, who described it as "the greatest treasure I have yet obtained." On Ruskin's death it was acquired by Mr. Yates Thompson, for whom the Director of the Fitzwilliam Museum, Mr. Sydney Cockerell, wrote an exhaustive monograph on the psalter, with illustrations of all the miniatures.

## A Romney Record in the Sale Room: Selling the Beckford Group for 52,000 Guineas.



THE CHIEF SENSATION AT THE RECORD SALE OF THE HAMILTON PALACE PICTURES: ROMNEY'S "BECKFORD CHILDREN" BEING AUCTIONED AT CHRISTIE'S. The sale of the family portraits of the Beckfords, Dukes of Hamilton, at Christie's created what is probably a world's record. Within about three hours 88 lots fetched £168,957, far the highest figure ever reached for pictures at an English art sale. The total of the

four days' sale realised £232,847. The gem of the sale was Romney's group of the two Misses Beckford, one of whom married the tenth Duke of Hamilton. The picture, here seen being auctioned by Mr. L. Hannen, went to Messrs. Duveen for 52,000 guineas.

## GERMAN LOOT FROM ALSACE: ART TREASURES RECOVERED OR MISSING.

PHOTOGRAPHS BY VIZZANOVA.

BROUGHT BACK FROM MUNICH: THE ALTAR OF ISENHEIM—  
ST. AUGUSTINE, ST. ANTONY THE HERMIT, AND ST. JEROME.SOLD FOR 400,000 MARKS BY THE GERMAN MAYOR OF COLMAR,  
AND NOT RECOVERED: A PORTRAIT AScribed TO REMBRANDT.PARTIALLY CLEANED, WITH BAD RESULTS, BY MUNICH RESTORERS:  
A PICTURE BY SCHONGAUSER RETURNED TO THE COLMAR.REMOVED TO MUNICH DURING THE WAR, AND NOW RESTORED  
TO COLMAR: PART OF A NATIVITY PANEL BY GRUNEWALD.

During the war the Germans took all the finest pictures from the Museum at Colmar, in Alsace, under the pretext that they wanted to save them from bombardment, and afterwards the French authorities had great trouble in making the Bavarians give up pictures by Matthias Grunewald and Martin Schongauer, which they had stolen. Luckily,

the pictures have not been damaged during transit. The old Unterlinden Monastery, which is now the Colmar Museum, played a great part in the history of mysticism. It was celebrated in the Middle Ages for its visions and miracles. During the Revolution it was plundered and turned into barracks. In 1850 it was restored, somewhat badly,

*(Continued opposite.)*

## LOOTED BY GERMANS, AND RECOVERED: A GRUNEWALD MASTERPIECE.

PHOTOGRAPHS BY VIZZANOVA.



ONE OF THE CHIEF TREASURES OF THE COLMAR MUSEUM, BROUGHT BACK FROM MUNICH: PART OF A CRUCIFIXION PANEL BY MATTHIAS GRUNEWALD—"THE VIRGIN, SUPPORTED BY ST. JOHN."



RESTORED BY THE GERMANS TO THE COLMAR MUSEUM BY ORDER OF A FRENCH COMMISSION SENT TO MUNICH: THE GRUNEWALD REREDOS—"THE ENTOMBMENT."

*Continued.*  
and turned into a museum. Some of its finest works by Grunewald, as well as the celebrated Altar of Isenheim, came from the Convent of the Antonites of Isenheim in the Valley of Guebwiller. This convent was destroyed during the Revolution, but two commissioners of the district saved these works of art and brought them to Colmar. The

Bavarians have surrendered the Grunewalds and Schongauers, but there are two things which have disappeared. One is a Portrait of a Woman, ascribed to Rembrandt, which was sold by the German mayor, during the war, to a Munich merchant; and the other, a rare medallion of 1527, sold by the same mayor to an agent of Prince Rupprecht of Bavaria.

## THE WORLD OF FLIGHT

## ON THE ROUTE TO THE EAST.

WHEN the first competitors for the Australian £10,000 prize (Captain Matthews and Sergeant Kay on the Sopwith "Wallaby") started on their journey, most people expected them to follow the route laid down for them by the Air Ministry and by the Royal Aero Club in a series of carefully constructed regulations governing the competition. This route involved flying across France, along Italy, across to Greece, thence to Crete, thence to Palestine, and so to Mesopotamia and India. Naturally there was a certain amount of surprise among the uninitiated when it was announced that Captain Matthews had landed at Cologne, of all places. Those who were more on the inside of things were not at all surprised, for Captain Matthews had made no particular secret of the fact that he intended to go to Australia by the route which seemed to him best. It appears that he is indifferent as to whether he actually gets the prize, under the Air Ministry and Royal Aero Club regulations, or whether he merely wins it without getting it, and so fulfils the only requirement which accompanied the offer of the prize when it was originally made by Mr. Hughes on the part of the Australian Government. That requirement, it will be remembered—as one has already stated in these pages—was that the £10,000 would be given to the first Australian aviator who reached Australia by air from England. There was no limitation of time and no specification of route. The idea was simply to demonstrate that it was possible to fly from England to Australia. Captain Matthews, it seems, intends to demonstrate this in his own particular way, flying when he feels inclined to fly and stopping on the ground when so disposed, and one cannot help thinking that he is quite likely to arrive first in Australia in that way; for other competitors, being forced by the rules to finish the journey in thirty days, may bring their journey to an untimely end by trying to fly when their engine or their machine is not in a fit state to do so, and when any attempt to remedy what is wrong would take so long as to put them outside the limiting time.

One thing, at any rate, is certain; and that is that Captain Matthews has chosen not only the shortest route to India *en route* to Australia, but also the best route. And this raises most particularly the question of what will be the regular air line to India, when such a line is established as a regular commercial undertaking. The official route laid down by the Air Ministry is open to very many serious objections, in that the part of it where breakdowns are most likely to take place is precisely the part where breakdowns will be most dangerous; that is to say, when the machine, which

(which is a blazing hot wind blowing along the Riviera from west to east) has also been responsible for wrecking several R.A.F. machines which have been despatched by air to Egypt. It would certainly be somewhat annoying to anybody who wished to reach India in a very great hurry, to alight at the end of the first day's journey, say, at Marseilles, intending to start early the next morning, and to find himself weather-bound by a *mistral* for a couple of days.

Another objection is that the amount of water on the southern route—as already mentioned—adds

By C. G. GREY,

Editor of "The Aeroplane."

If one takes the northern route to India, as Captain Matthews has done apparently, it is really a very much better proposition, at any rate in time of peace. Probably the worst part of it, in fact, is the stretch from the French coast to Cologne, for there one flies over Belgium, where the fields are small and much cut up by drains. Between the Belgian border and Cologne the country is hilly, though not actually mountainous, and it is very heavily wooded, so that it affords few good landing-places. When once the aviator has crossed the Rhine the country becomes almost ideal for flying. The Central European plateau is notable



AS ORDERED BY THE CHINESE GOVERNMENT: A VICKERS-VIMY-COMMERCIAL AEROPLANE IN FLIGHT.

considerably to the danger. From Marseilles all the way to Egypt (if one is going to Egypt), or to Damascus (if one follows the northern part of the Mediterranean), the route is almost entirely over water. The northern coast of the Mediterranean is almost entirely mountainous, and it is only here and there that one finds coves among the cliffs where there is a sandy beach. For example, one cannot recollect any beach wide enough to afford a landing-place for an aeroplane anywhere between Nice and Monaco. There is a little beach between Monte Carlo and Cape Martin on which one could put an aeroplane down, so long as one had no intention of trying to get it off again; but to the best of one's knowledge, there is nothing that one could call a possible aerodrome anywhere between Nice and Italy. When the aeroplane has left the eastern coast of Italy, there is again nothing in the way of a landing-ground on the eastern shore

for its equitable weather during the summer. It is almost uniformly fine during the winter, and there is a steady cold which results in very settled weather. As a matter of fact, extremely cold weather—provided there are no actual snow blizzards—is, if anything, rather better for flying than hot weather, in that the air is denser and steadier. It is said by those who have flown a good deal in Germany that a wind exceeding a speed of thirty miles an hour is very unusual indeed.

If an aviator follows a route from Cologne to Munich, Munich to Vienna, and from Vienna down the valley of the Danube to Roumania, and then from Bucharest to Constantinople, he will practically have excellent landing ground under him the whole way. From Constantinople to Baghdad—where this route joins the Mediterranean route to India—although the country is more broken by hills, there is at any rate nothing of very great altitude to be crossed, and there is a main road with a series of considerable towns on it the whole way to the valley of the Euphrates.

The obvious objection to the Central European route at the moment, is that British civil aviators would hardly be welcome in Germany. Haphazard descents in Austria, Hungary, Jugoslavia, or Bulgaria might also be a trifle unpleasant; but, provided there were no forced descents, and if the aviators were in consequence able to follow the course set out by Herr Rudolph Boehm in 1914, there would probably be no trouble whatever. All those years ago Herr Boehm flew from Berlin to Constantinople, alighting only at Vienna, Budapest, Sofia, and Bucharest. To-day the journey could probably be done from Cologne to Constantinople, alighting only at Munich, Vienna, Bucharest, and Constantinople—if, indeed, it were necessary to alight as often as that. In its present disturbed state, Turkey would not be exactly a pleasant place of sojourn for stranded aviators, but doubtless in the course of a few years the Berlin-Baghdad route will be made "safe for civilisation."

From the Imperialistic point of view, undoubtedly the Mediterranean route is to be preferred; in that, by using big seaplanes as aforesaid, it should be necessary for our air liners to touch only on British territory after leaving Marseilles. However, if the League of Nations is to be all that its sponsors claim for it, it can matter little to us whether our air lines follow a route which is almost entirely "All Red" or whether they follow a route as nationally multi-coloured as a rainbow; and in the latter case certainly the Central European route is preferable.



ORDERED BY CHINA: THE VICKERS-VIMY-COMMERCIAL.

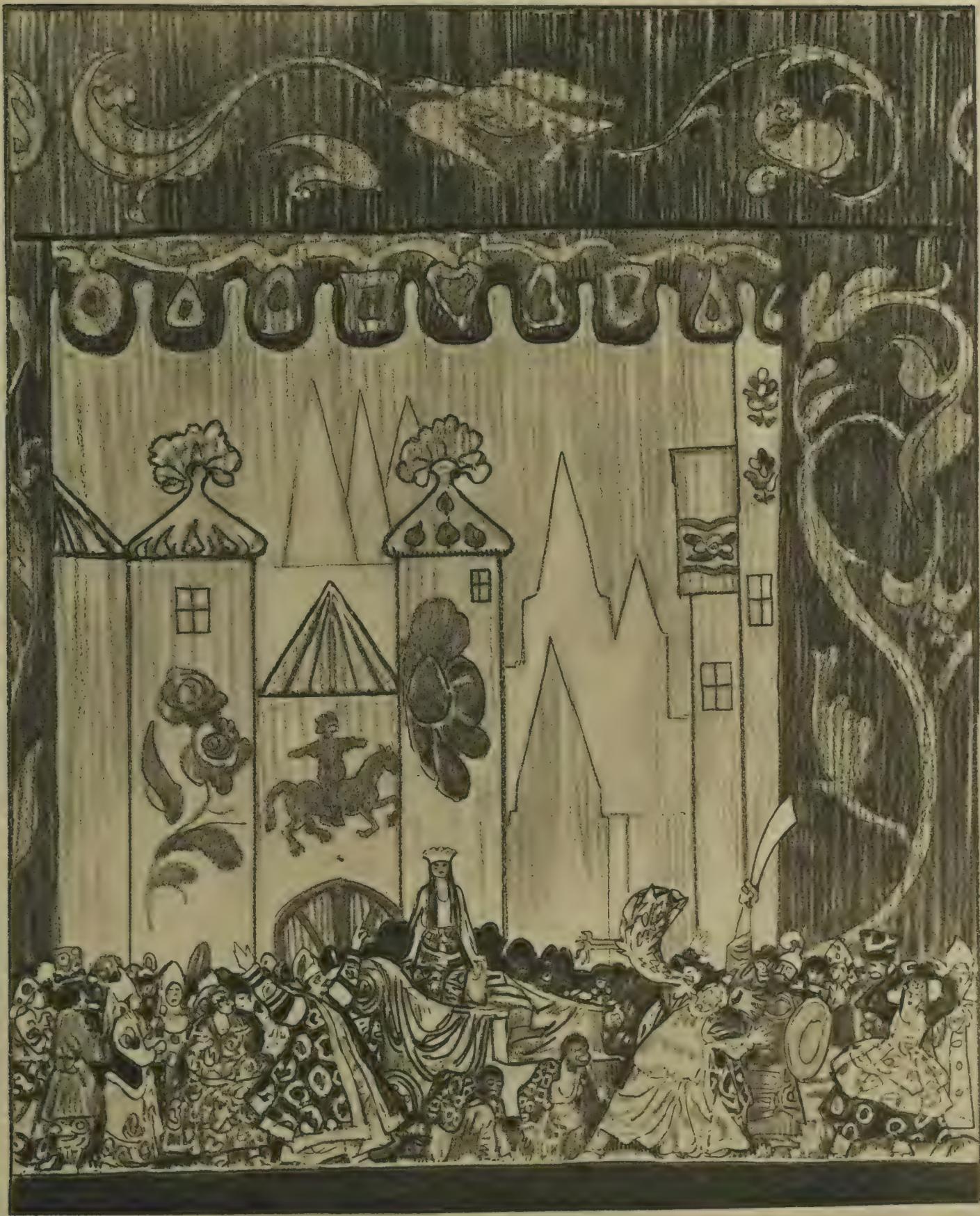
One hundred Vickers-Vimy-Commercial aeroplanes have been ordered by the Chinese Government for commercial aeroplane services in China. The machine's speed is a hundred miles an hour. The carrying capacity is a pilot and sixteen passengers, or 1½ tons of mails or goods. The endurance time is five hours.

is a land-going machine, is flying over water. Also, despite the delightful climate of the Mediterranean at any time of the year, the weather on this route is much more liable to sudden changes than it is further north. For instance, one remembers very distinctly the great seaplane competition at Monaco in 1913, when after several days of absolutely perfect weather and a beautiful morning for the day of the great race itself, a *mistral* arose which wrecked nearly every machine in the competition. It is said that the *mistral*

of the Adriatic, until one comes to Athens. After that, although one would be flying over islands the whole way, there is no real landing ground until one gets to Crete; and after Crete there is a matter of something like 200 miles of sea without even an island before reaching the next land. Consequently, if this route is going to be used at all, it can only be used satisfactorily if passengers and mails are transhipped at Marseilles from land machines to the biggest kind of flying-boats, which are fairly seaworthy even in bad weather.

## "LE COQ D'OR" IN ENGLISH: RIMSKY-KORSAKOV'S LAST OPERA.

DRAWN BY STEVEN SPURRIER, R.O.I.



## THE KILLING OF KING DODON BY THE GOLDEN COCKEREL: THE FINALE OF ACT III. OF "LE COQ D'OR," AT COVENT GARDEN.

An English version of "Le Coq d'Or," Rimsky-Korsakov's last opera, was produced at Covent Garden on November 5. The decoration, dresses, and stage properties, such as the bridal chariot and the Queen's pavilion, were vivid and striking, as beffited the fantastic theme. Our drawing shows the finale of Act III., in which the foolish King Dodon is killed by a blow from the beak of the astrologer's magic bird, which flies down from its spire. In the centre, in her chariot, is Miss Sylvia Nelis, who, as the Queen of Shemakhan,

sang the principal part with great success. To the right of the chariot are Mr. Foster Richardson as King Dodon, and Mr. Herbert Langley as General Polkan, with raised scimitar. On the left of the chariot, in front, is Miss Edith Clegg as Amela, with arms upraised. The scene is in front of the Palace, into which the King and Queen are proceeding. On the death of the King there is darkness, during which the Queen and the Golden Cockerel disappear.—[Drawing Copyrighted in the United States and Canada.]

## THE WONDERLAND OF PAPUA.

BY THOMAS J. McMAHON, F.R.G.S.

A USTRALIA being considered a continent, then Papua (British New Guinea) is the largest island in the world. This territory is made up of the mainland of Papua and many small island groups. Papua lies to the north of Australia, and includes the much-talked-of territory formerly called German New Guinea. It is a land of wonderful scenery, of strange peoples, of the grandest commercial possibilities. It is the richest asset of the Commonwealth of Australia.

Through the centre of the island runs a great mountain chain, termed the central mountains, many of the summits running from 6000 to 10,000 feet in height. These mountains are covered all the year round to the utmost peaks with the most vivid verdure. Under the bright blue skies of the tropics and the flashing sun, they are at all times grandly imposing, standing out, as they do, like masses of burnished gold. Away in the summits, seldom traversed by the white man, are most uncommon scenic beauties. The effects of sunlight and mists to be seen in looking over the great valleys are wonderful in the extreme. Such mist effects are not to be found in any other part of the world. Some day tourists will flock to Papua and to the wonderland of its mountains. The mists are remarkable, coming and going, folding and spreading, rising and falling, changing from a snow-white to grey, and sometimes in the flashing of sunbeams to brighter colours. At times with magic suddenness the mists vanish, leaving the mountain-tops above and valleys below standing out sharp and clear, and revealing the great red gaps in the hillsides, from the amazing landslips that are ever going on, accompanied by noise like the booming of great artillery. Round about and all along the mountain-sides are hundreds of small native villages—brown spots for all the world like the nests of some giant bird. These villages are perched on the ends of spurs, and even on the very brink of precipices, and are approached only by hidden tracks: such is the caution of the natives to guard against the sudden appearance of any tribal enemy. The valleys are superb as seen from the mountain spurs and looking over the dense, dark jungles, through which are streaked flashing bands of silver, the courses of the mighty rivers so numerous in Papua. Beginning in some mountain torrent—some waterfall, perhaps—these wide, swift-flowing rivers rush to the sea through jungles that are thickly planted with an amazing variety of commercial timbers, and from which some day soon thousands of saw-mills will

brilliant than any other bird in the world—is, after all, but of the mean, low family of the common crow. Papua is the only country in the world that knows it is the home of the Bird-of-Paradise. There is a wide variety, and the law protects the bird with such severity that a very heavy punishment is inflicted for shooting it, or even for stealing its feathers. No sale of the feathers under any circumstances is allowed, and Customs officers search tourists' luggage very diligently for any hidden piece of plumage. The wing or tail of a bird will be worth hundreds of pounds—one reason why they are so seldom seen in ladies' bonnets nowadays.

In this wonderland of Papua is found the island's speciality, the giant butterfly. These beautiful, many-



THE LIEUTENANT-GOVERNOR OF PAPUA RECEIVED BY A GUARD OF NATIVE POLICE: H.E. JUDGE MURRAY AT YULE ISLAND, PAPUA.

Photographs supplied by Mr. Thomas J. McMahon, F.R.G.S.

coloured insects measure from twelve to eighteen inches from wing-tip to wing-tip, and they have bodies the size of a small bird. Specimens of these butterflies are to be seen in the collection of the late Baron Rothschild, who sent out to Papua a scientist to collect rare insects and birds. Another marvellous insect, of the cricket class, is what is popularly called the "Six o'clock" beetle. This little creature exists abundantly, and is really wonderful in its habits. It gets its name from the fact that precisely every night at six o'clock it gives forth a resonant, far-reaching chirp, exactly like a loud electric bell. At six o'clock one will begin, and in a few minutes the mountains will resound with the deafening noise of these punctual timekeepers. But long after the insects have ceased to chirp, the amazing echoes of the hills will throw back the sounds, lasting

coastal peoples, and with customs that are very primitive and strange. Though small, they are perfect in stature, and the young people are quite good-looking. They are now fast coming within the pale of civilisation, owing to the splendid work of the travelling magistrates of the Papuan Administration—a very fine body of Civil servants. A few years back, before these magistrates got in touch with these people, they were constantly at war; one tribe fighting another, sometimes destroying or wiping out whole villages, or, more often, killing the men and carrying off the women. Men and women dress very meagrely—in fact, their main covering is necklaces of dogs' teeth or shells, with a long white bone pencil stuck through the lower portion of the nose, and called "nose-sticks." The men paint their bodies with red and yellow pigments, and carry big bows and arrows, much bigger than themselves. The women, always very subject to the men, are silent and shy, and do not decorate themselves much. In time of widowhood or family mourning they blacken their faces and hair, already very black, with charcoal, giving them a most grotesque appearance. While the natives of the coast lands of Papua demand tobacco as a present, the hill peoples delight in common coarse salt, and, given a handful, they will treasure it up to make it last as long as possible.

The native villages have the huts built up on poles, and, while the family live on the upper storey, pigs wallow in awful filth below, and, in consequence, it is possible to smell a village miles away.

These people are very fond of dogs and pigs as pets. Pigs are natural to the island, but dogs are not, and this is how

the natives came to get them: Many years ago, when Papua (then called New Guinea) was only occasionally visited by some plucky British traders, a dog belonging to one of them proved an immense attraction to the natives; and the trader, seeing a good opportunity to make money—or rather, a cheap way to get large supplies of copra (dried coconut for oil), of which the natives had plenty to barter away—went to Australia and in one of the Queensland towns bought up all the mongrel dogs that could be had. He got quite a ship full, and returned to Papua, doing a roaring trade, every dog selling for at least over twenty pounds—or that value in copra. In turn, the coastal natives bartered their dogs to the mountain natives; but the breeds from mongrels have deteriorated until the wretched things now seen are hairless, ugly



AMONG THE PYGMIES OF THE PAPUAN MOUNTAINS: THE WRITER OF THIS ARTICLE, MR. THOMAS J. McMAHON, WITH TYPES OF A STRANGE RACE.

be sending to the countries of the Empire immense quantities of timber and the pulp for paper.

The mountain-sides are walls of moss and fern. Giant trees of immense girth shoot up, the branches thickly festooned with bright flowering creepers, the great trunks gripped by monster vines with powerful clinging stems, and leaves whose length and breadth are measured in feet. High in the branches sounds the strange, unusual call of the gorgeous Bird-of-Paradise; for this bird of the most brilliant of plumage—more



NATIVE CHIEFS OF THE SOLOMON ISLANDS, EAST OF PAPUA: PICTURESQUE WARRIORS AT VELLA LAVELA.

for several minutes. Travellers in doubt as to the correct time set their watches to this insect's evening chirp. A companionable little mite also known only to the mountains of Papua is the "Bell-frog," which produces the notes of a bell, sweet, soft, and clear, and all day long can be heard the musical and friendly tinkle. A tiny grey frog from under a stone is responsible, and gives out its cheerful sound as a warning that its home is not to be disturbed by a careless foot. In the mountains of Papua roam a pygmy-sized people, the native Papuans. They are a race quite distinct from the

creatures, petted while alive, but much prized after death for their teeth, which make the principal native jewellery.

Papua will presently loom large in commerce, for it is a land of marvellous resources, and its soil is of rich fertility. Every tropical plant product thrives wonderfully, and British enterprise has shown that, with wise and progressive administration, this island should be one of the brightest jewels of the British Empire.

## ISLAND RULE IN OCEANIA: A NATIVE KING AND A WHITE WOMAN.

PHOTOGRAPHS SUPPLIED BY MR. THOMAS J. McMAHON, F.R.G.S.



WITH MEMBERS OF THE ROYAL BALLET: KING OWEIDA OF NAURU (PLEASANT ISLAND) AND HIS QUEEN.



WITH NATIVE COUNCILLORS WHOSE OFFICE IS "WRIT LARGE" ON THEIR JERSEYS: MRS. M. S. ZAHEL HOLDING A COURT AT BADU ISLAND.

Nauru, otherwise known as Navodo, or Pleasant Island, is a small coral island in the Pacific, a little south of the Equator and lying to the east of the Gilbert Islands. Formerly it was within the German sphere of influence. It has valuable British phosphate mines, and before the war, every year, thousands of tons of phosphate, for soil fertilising, were taken hence to Germany. Badu Island is one of the group, including Thursday

Island, in Torres Strait, between Papua and Cape York, the northern extremity of Australia, in Queensland, to which province the islands belong. Torres discovered the strait in 1606, and Capt. Cook sailed through it in 1770. Our photograph (to quote the description supplied) shows "Mrs. M. S. Zahel, her Councillors and Police, holding a court at Badu Island, Torres Strait Islands." We have no details regarding Mrs. Zahel's official position.

## "LANDS OF STRANGE PEOPLES": IN WONDROUS PAPUA.

PHOTOGRAPHS SUPPLIED BY

## AND OTHER ISLANDS OF THE PACIFIC ARCHIPELAGO.

MR. THOMAS J. McMARSH, F.R.G.S.



ATTIRED IN THEIR CURIOUS RAIN-COATS MADE OF LEAVES STITCHED TOGETHER: NATIVE CHILDREN OF THE MOUNTAINS OF PAPUA.



NOT ROOF ORNAMENTS, BUT NATIVE PRESERVED IN THE

FOODS DONE UP IN BANANA LEAF: A SCENE  
IN THE SOLOMON ISLANDS.

WITH LIVE FISH ON THEIR BREASTS OR HELD IN THE MOUTH: DANCING GIRLS OF NAURU (PLEASANT ISLAND), READY FOR THE FISH DANCE.



WITH A BAMBOO PIPE THAT IS SMOKED LIKE PLAYING A FLUTE: A PAPUAN CHIEF.



IN A GRASS SKIRT LIKE A RING OF SWORD-BLADES: A NATIVE DANCER OF OCEAN ISLAND.



AN OUTPOST OF THE CHURCH IN OCEANIA: A MISSIONARY WITH TWO PAPUAN BOYS.



REPUDGED TO HAVE EATEN HIS MOTHER-IN-LAW: A CHIEF OF THE PAPUAN MOUNTAINS, WITH "NOSE-STICK."

An interesting commentary on two of the subjects illustrated here may be found in the late Mr. Wilfred M. Beaver's book, "Unexplored New Guinea," from which we gave some photographs in our issue of November 8. One passage may be quoted: "A Papuan chief who ate his mother-in-law. 'I do not know that man-eating is much in evidence in the inland districts, but I have been informed by one Daru resident that he had known of several instances, especially of corpse-eating. I mean, of course, dead bodies actually buried in the first instance.' Again, he says: 'Various native customs are more or less tacitly recognized. . . . I do not wish to imply that the Government sheds any halo of romance over homicide

or man-eating. (However interesting both these subjects may be), even though the former may be, as it often is, a sacred or social duty, and even though the latter may be quietly demanded by custom. The homicide is charged with murder, and the cannibal, if he cannot be brought in as an accessory, is indicted as 'having indecently interferred with a corpse.' On the subject of tobacco-smoking, Mr. Beaver says: 'The (bamboo) pipe is a long one, decorated with patterns. One end is open, the other closed. Near the closed end a hole is made into which is fitted a small wooden tube. The tobacco, rolled into a ball, is put in the tube, and the open end of the pipe being placed to the mouth the smoke is drawn in.'

## OF GRAND COMMERCIAL POSSIBILITIES: PAPUA, NOW FREED FROM GERMANY.

PHOTOGRAPHS SUPPLIED BY MR. THOMAS J. McMAHON, F.R.G.S.



SHOWING EXAMPLES OF NATIVE DOMESTIC ARCHITECTURE: A VILLAGE SCENE AT MILNE BAY, PAPUA.



A CURIOSITY OF THE BISMARCK ARCHIPELAGO: THE FAMOUS FLOWER-POT ISLAND, DUKE OF YORK GROUP.



ANOTHER OF THE INDUSTRIES OF PAPUA CAPABLE OF DEVELOPMENT: AN AVENUE IN A RUBBER PLANTATION.



A MELANESIAN NAVY: WAR CANOES, OF THE SOLOMON ISLANDS—A GROUP ADJACENT TO PAPUA.



"THE WHITE MAN'S BURDEN" IN PAPUA: A RESIDENT MAGISTRATE AT BREAKFAST WHILE ON THE MARCH.

In his article on another page dealing with Papua (New Guinea), Mr. Thomas J. McMahon speaks of it as a land "of the grandest commercial possibilities." That part of the island formerly known as German New Guinea, with the adjacent groups once within the German sphere of influence, including Neu Fommern and the Bismarck Archipelago, have come under the Union Jack since their capture by the Australian Navy during the war. Five of the above photographs illustrate life in Papua and some of the industries of the

island. The other shows some of the picturesque native war canoes of the Solomon Islands, a British group lying to the east of Papua in the Melanesian part of the Pacific. The British administrators in Papua are described by Mr. McMahon as "a very fine body of Civil servants" who have done much for the country. The late Mr. W. N. Beaver writes in "Unexplored New Guinea": "Each (Division) is under the charge of a Resident Magistrate. He is termed 'Resident' possibly because he is continually travelling."

## A WHALE BLOWING IN THE MORSE CODE? SUBMARINE SPRAY SIGNALS.

DRAWN BY FRANK H. MASON.



HOW BRITISH SUBMARINES AVOIDED BEING MISTAKEN FOR U-BOATS, AND DEPTH-CHARGED: SIGNALLING TO A PATROL-BOAT BY COLUMNS OF SPRAY ACCORDING TO THE MORSE ALPHABET.

Of the innumerable means of communication to which the Morse alphabet has been adapted, few are more ingenious than the "spray signalling" used by submarines to declare identity. The effect was that of a whale blowing, for which phenomenon the column of spray was often mistaken, before its intermittent nature had been noticed and the signal duly read. The system was devised to prevent our submarines being "depth-charged" or otherwise strafed by Allied patrol-boats. On at least one occasion, through the neglect

of officials ashore to communicate the orders as to "spray signalling," the puzzled C.O. of a patrol-boat gave chase to a supposed whale, whose eccentric "blowing" caused much interest and perplexity. His astonishment can be imagined when a submarine of the largest class suddenly broke surface and made hurried signals that she was of the "friendly" variety. Her commander's language, demanding why his perfectly correct spray signals had been ignored, was violent, if amicable.—[Copyrighted in the United States and Canada.]

## A TARGET FOR CRITICISM: THE NEW CABINET OF TWENTY, INCLUDING THE "INNER RING" OF THE GOVERNMENT.

DRAWN BY STEVEN SPURRIER, R.O.I.



TWENTY-ONE MINISTERS FROM WHOM THE NEW CABINET OF TWENTY IS FORMED—WITH THE LORD LIEUTENANT OF IRELAND AND THE CHIEF SECRETARY FOR IRELAND AS ALTERNATIVE MEMBERS.

It was announced recently that the Prime Minister had invited the twenty Ministers shown with him in this drawing to be members of the Cabinet. The list included either the Lord Lieutenant of Ireland or the Chief Secretary for Ireland, so that the actual number at a full meeting would be only twenty. The figures in our illustration are, from left to right: (front row) Mr. Balfour, Lord President of the Council; Lord Curzon, Foreign Secretary; Mr. Churchill, Secretary for War and Air; Mr. Lloyd George, Prime Minister; and Mr. Bonar Law, Lord Privy Seal. (Middle row, on the left), Dr. Addison, Minister of Health; Lord Lee, President of the Board of Agriculture and

Fisheries; and Mr. Walter Long, First Lord of the Admiralty. (Back row), Sir Robert Horne, Minister of Labour; Mr. Robert Munro, Secretary for Scotland; Sir Eric Geddes, Minister of Transport; Lord Milner, Colonial Secretary; Mr. H. A. L. Fisher, President of the Board of Education; Sir Auckland Geddes, President of the Board of Trade; Mr. Ian Macpherson, Chief Secretary for Ireland; Mr. E. S. Montagu, Secretary for India; Mr. Edward Shortt, Home Secretary; Lord French, Lord Lieutenant of Ireland; Lord Birkenhead, Lord Chancellor; Mr. G. N. Barnes; and Mr. Austen Chamberlain, Chancellor of the Exchequer.—[Drawing Copyrighted in the United States and Canada].

## BOOKS OF THE DAY

By E. B. OSBORN.

IT has been for me a week of adventure among novels—a week of early to bed and late up (novels are best taken as bed-books) which was begun with the serious intention of ascertaining how far the chief pre-war lines of fiction were being maintained. This intention gradually fizzled out, owing to my sheer zest in fine, confused reading and my happy predilection for falling in love with a pleasing heroine.

I did not prosecute my intended investigation of the current brands of canned fiction. But, thinking over between fifty and sixty novels examined, I conclude that nearly all the pre-war brands are still on the market. One of them—the Hug-and-Haggis type so sedulously produced by Scots novelists who went up like a Crockett to come down like a Stickit Minister—seems to have gone out altogether. However, its place on the bookseller's counters is beginning to be filled by a green and succulent type of Welsh story, the Love-and-a-Leek brand, which is, perhaps, a by-product of the dictatorships of Mr. Lloyd George and Mr. Thomas. The school of the Sanctified Slop-pail still has its votaries, though they are not as numerous (and, with one exception, not as popular) as they were five years ago. The Upper-Suckle-and-the-Bee school is still in being; indeed, I shall introduce you to an excellent example. And, to pass by less notable varieties, the Territorial story is still going strong, most of the younger practitioners having returned to their literary allotments, into which the whole of England has long been divided and sub-divided up. Such of those as have been to the war have widened their outlook agreeably, and, furthermore, lost that minute moroseness which caused an American reader to believe that they suffered in their tempers and temperaments from too much moping over damp scenery and also contracted rheumatism in their styles.

"ROBERT LINNET" (Hutchinson; 6s. 9d. net), by E. F. Benson, which is distinctly an Upper-Suckle-and-the-Bee product, is the only one that can be fairly placed in any of my serio-comic categories. In Lady Grote, the super-hostess, who is her natural self only in the presence of her son, a delightful boy, Mr. Benson presents a pleasant variant of his undying Dodo. The Dodo of the play is converted by the death of her son

the social phase that succeeded Byronism?), he has always failed, though always all but succeeding, in firmly grasping opportunity's forelock.

A mixed lot of stories, no two of them in the least alike, have interested me variously: "HEARTS OF WOMEN" (Nash; 7s. net), by Morley Roberts, chiefly because in theme and treatment it is so unexpectedly different from the usual work of the author, who is a real master of the manly-adventurous *conte*, and more

Fotheringay, is a really beautiful creation. The moral is that class distinctions are not real things. They are not—at any rate in the presence of great warfare or of the not less awe-inspiring influence of a true woman who loves utterly and so appears

A mild white furnace in the thorough blast  
Of purest spirit.

This is the best achievement of a young novelist, who inherits her artistry and gathers strength and distinction with each fresh effort.

In ascending order of merit, come three historical novels. "THE BLUE CLOAK" (Ward, Lock; 6s. net), by Halliwell Sutcliffe, is an interesting melodrama, on well-worn lines, based on one of the later ineffectual forays of the Jacobites. I fear it must be set down as chiefly tushery; the people in it speak a most portentous kind of sham-antique language. Still, the story marches, and I'll always forgive much to any writer who gives the right words to an ever-haunting tune:

Oh ye'll tak' the high road, and I'll tak' the low road,  
And I'll be in Scotland before ye;  
But troublit it is there, an' mony hearts are sair,  
On the bonny, bonny banks o' Loch Ore.

"THE OUTLAWS" (Constable; 6s. net), by Maurice Hewlett, is one of the sagas retold in prose, of old-world simplicity but never smelling of the curio-shop, which charm so many of this author's faithful followers. There is good fighting in it, but it lacks the quaint humour of "Frey and His Wife." Lastly, in "MADELEINE: ONE OF LOVE'S JANSSENISTS" (Collins; 7s. net), by Hope Mirrlees, we have a historical novel set in the French society which made the *Grand Cyrus* its book of daily devotions—nay, more, its book of hours—and has never yet been so subtly analysed even by a French novelist. Miss Hope Mirrlees has steeped herself in the psychical atmosphere of a little-studied and less-understood epoch, and so well does she translate its strange phases of religious, philosophical, and social thought into dramatic terms that none should be afraid to hear the sad story of her poor *visionnaire* who ends in the lunatic asylum (*les petites maisons* of Paris) where she is the pseudo-Sappho, visited by wits in search of the *croques* whose sayings they steal to please the accepted Sappho. The accepted Sappho.



MRS. ALLEN HARKER, WHOSE NEW NOVEL, "ALLEGRO," HAS JUST BEEN PUBLISHED.

Photograph by Geddes.

learned than anybody else you can name (except Mr. Conrad, of course) in the hearts of sailors. It is interesting to compare it with Mr. Galsworthy's "Saint's Progress," which also deals with the mother of the uniailed war-child. It stands the comparison curiously well, though the latter is by far the most finished work of art in words, the power and precision of Mr. Galsworthy's style—especially when he analyses exotic temperament—being quite beyond criticism. "OVER AND ABOVE" (Collins; 7s. 6d. net), by John E. Gurdon, is a really fine story of airmen and air-fighting on the West front. Exact understanding of the men and their tasks, sincerity and simplicity, and a great gift for high-breathing descriptions of breathless incident and for swift impressions of the emotions of those who

On the azure gates of heaven's glory  
Inscribed new legends of our island story

make this first novel a permanent addition, as I think, to the literature of warlike action. "BENTON OF THE ROYAL MOUNTED" (Lane; 6s. net), by Ralph S. Kendal, is another real achievement, the best story I know of those "Riders of the Plains" with whom, in my Western wander-years, I often so happily sojourned, hearing their strange stories told in the swift, pithy *argot* of the high prairies and wondering at the way they kept the *Pas Britannicus* in vast wildernesses where rough, tough citizens acted on the adage: "There's nobody holding you." Action, atmosphere and all else exist in this admirable book as I never hoped to see them caught in webs of words. "A DAMSEL IN DISTRESS" (Jenkins; 6s. net), by P. G. Wodehouse, is a most amusing yarn of theatrical folk and lords and ladies. Reggie Byng is a joyous example of the gentlemanly chump whom Mr. Wodehouse has by heart and at heart: he has given us by far the most amiable silly asses in fiction, and shown how wise and glad in essentials the English variety can be.

Only in "AS GOD MADE HER" (Hutchinson; 6s. 9d. net), by Helen Prothero Lewis, have I discovered a heroine whom I am ready to adore for a time. The little blue-eyed "tweenie" who gets a legacy of £500, tries pathetically to be a lady on it as long as it lasts, gives herself utterly to the well-born soldier she meets, and breaks in the end through the wire-entanglements of her own lies about her origin and the class prejudices of proud, stupid connections by the sheer force of a great and unselfish passion—this Rachel Pendyne, ne Higgins, falsely self-named Gloriana Rachel



MR. MAX BEERBOHM, WHOSE NEW BOOK, "SEVEN MEN," HAS JUST BEEN PUBLISHED.

Photograph by Russell.

was, of course, Madame de Scudry. Do not let the author's parade of her deep and wide learning prevent you from reading again and yet again this tragedy of the imagination. There has been nothing so fine and true in its mode—on this side of the Channel at any rate—since "John Inglesant." Enter with this connoisseur of precocity into the *Royaume de Tendre*, and, if you smile at first at glimpses of a blue stocking, you will find tears before the end of the story.

MR. HERBERT TRENCH, WHOSE PLAY, "NAPOLEON," WAS RECENTLY PRODUCED BY THE STAGE SOCIETY.

Photograph by Vois.

in action into a maternal Dido, which is more than one expects of a woman foolish enough to give herself to the beer-bellied Kuhmann, a German tenor—and German tenors always sing out of tune! Mr. Benson, I fear, loses the full value of his great gifts because he is too anxious to use the topic of the advancing hour. He resembles Bulwer Lytton in that, having once caught the secret spirit of changing time (his "Dodo" is like the elder novelist's "Pelham"—was not Pelham

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# HARRODS

## LADIES' NEWS.

HERE has been such a number of royal and imperial visitors here that we shall feel quite deserted when, after the visit of the President of the French Republic and Mme. Poincaré, our own King and Queen go once again to Sandringham. The Prince of Wales will not be likely to be back in time to join the family dinner for the jubilee birthday of Queen Maud of Norway on the 26th. He will be here for that in celebration of Queen Alexandra's birthday on Dec. 1. Never has a member of our Royal Family made such a triumphant progress as was his in Canada. Several things conspired to make it so—none more than the Prince's own wholly boyish, manly, and delightful nature. The King is said to have promised King Alfonso that the Prince will shortly visit Madrid. It will not be then as it was when King Edward, as a young man, visited the Spanish capital. Spanish noblewomen who could speak English or French were at a premium to dance and talk with the royal visitor. Now, the Spanish Queen being English, many of the Court ladies speak the language quite fluently, and the King's English is as of the manner born. The Prince of Wales will enjoy his visits to Continental capitals nearly as much as he has done that to Canada. There will be fewer Courts for him to visit than there were for his grandfather, who made himself a favourite at them all.

The raw, damp cold of the weather, as I write, is trying everyone, old and young, fat and lean, and tempers are indeed east-windy. The most comfortable, contented and amiable people I have met have been wearers of Wolsey. It is, they tell me, a thing that keeps chills at bay, and secures to its wearers warmth and comfort, be the weather never so raw and wintry. It is pure wool is the Wolsey underwear; everything is beautifully made; and if a garment shrinks in the wash, a new one is provided in its place by the Wolsey Underwear Company, Leicester. This cosy and durable underwear, like many other things costs a little more than it did—not so much in proportion as things we need a great deal less. It is, however, not economy to buy substitutes that are not so protective, to start with, and give out in half the time. In war time Wolsey was wanted for fighting men, and civilians experienced difficulty in obtaining all they wanted of it. Now there is no shortage, therefore no reason why we should shiver and shake in weather which is, after all, only seasonable. Wolsey, once worn, proves its own worth.

We women are becoming rather bewildered by all the advice offered to us on all sides to be economical, and by



A COSTUME FOR THE LESS CHILLY DAYS  
OF LATE AUTUMN

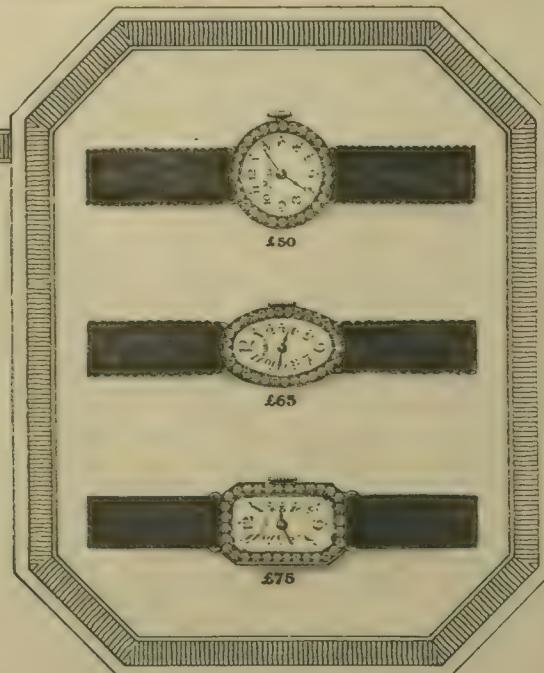
Made of plain navy-blue serge, and blue-and-grey checked cloth, this costume is very elegant in its severe simplicity. The skunk collar is a smart finishing touch.

the free expenditure we witness every day wherever we go. Before the war we were told that a free circulation of coin of the realm was a remarkably good thing for trade, and that on trade depended the Empire's prosperity. It may not be said that it is to secure this that we are spending freely now; it is a reaction, and that, as Americans expressively say, "is all there is to it." I was seeing fur coats the other afternoon with a wealthy friend. One there was at 5000 guineas, and there was not one under £300, while most of them were from £500 to £800. One of these my companion asked to have put aside for her husband to see. The saleswoman said she could not promise longer than early the next day, because there was such a run on them, and inquiries had already been made about both the coats which pleased "Modom." Already over a score of these garments had been sold, and they had only arrived two days earlier.

A very British institution is an elegantly equipped table. Every woman aspires to have her table look well appointed, and no man is indifferent to the charm her care in this matter imparts to meals. If, therefore, a young couple are going to set up housekeeping, there is no attention that they so greatly appreciate as a case of beautiful spoons and forks. It need not be silver to look lovely, for Community Plate is quite as good to look at and is guaranteed for fifty years. Also the designs are perfect; and, if the young folk have a Heppelwhite or a Sheraton dining-room, it can be matched in this perfect plate, and the effect is satisfying to the most critical eyes. From the Oneida Community, Ltd., Diamond House, Hatton Garden, canteens containing everything for six or twelve people in period designs of this beautiful and wear-resisting plate are obtainable at moderate cost. Separate tablespoons and dinner forks are three guineas a dozen. The gist of a present is its suitability, and this plate is more than suitable—it is also lovely and lasting.

Waistcoats are certainly coming in again. At the moment they are not very general, for the weather calls for heavy coats and furs. In spring we shall see more of them. The few now worn are of the Georgian design, coming well below the waist, and of thick satin or brocade. Later on, they will look very well, and give a pretty *cachet* to cloth, velvet, and duvetyn suits. The hunting season has also been the occasion of a display of some smart waistcoats. These, however, fit neatly and look business-like, with smartly cut coats, and sometimes breeches, sometimes skirts. The latter are losing ground each season, as the cross-saddle position comes to be more and more appreciated by hunting women. The younger women adopt it almost to a girl.

A. E. L.



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H.M. The King

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## SCIENCE JOTTINGS.

THE CALL FOR PREVENTIVE MEDICINE.

NO one can deny that medicine is a progressive science. The first doctors were, as has now been shown, magicians, who mixed drugs with their spells without any distinct consciousness that it was the drugs and not the spells that mattered. Then came in, with the Greek spirit of free inquiry, the search for and the classification of the physical origins of disease, and the systematisation of something like rational treatment. Still later was introduced the doctoring of symptoms, which formed, if truth be spoken, the main part of medicine well into our own times. The notion that disease, and especially epidemic disease, can be prevented, had its birth almost within the memory of those now living.

Yet this preventive, as opposed to merely curative, medicine has already done wonders. Small-pox—which once, as Sir Walter Scott reminded us, was a constant menace to the beauty of our great-grandmothers—has been reduced in civilised countries to a rarity. The jail fever which used to sweep off judges and juries as well as prisoners is now unknown; and cholera, which raged almost unchecked through England just before the Crimean War, now hardly dares show its head. Or, to come to later times, how great is the service that preventive medicine has rendered to armies in the field! During the Boer War typhoid slew more of our soldiers than did the enemy; but the Japanese in the struggle with Russia showed that they had profited by our experience,

and that, by proper attention to the purification of water, this former deadly scourge of armies could be made harmless. In the great war just over we lost hardly any men by this; while the Americans, who were not so careful, according to all accounts suffered a good deal. But the efficacy of preventive medicine was never so well shown as in our triumph over tetanus. In

genius of French and English medical men no sooner got a clear insight into the evil than they grappled with it; and in an incredibly short space of time inoculation with anti-tetanus serum enabled us to master the danger.

These facts are of great hope for the future, and it is doubtless with them in view that Sir George Newman, the Chief Medical Officer to the Ministry of Health, has just published his "Outline of Practice of Preventive Medicine," which may be bought at His Majesty's Stationery Office at the low and easy rate of sixpence. It is true that he gives a somewhat wide sweep to his net, and includes in his survey the prevention of such matters as heart disease, rickets, and decayed teeth, as well as of mental disorders. Yet these are not by any means outside the bill; and, although the instances he gives of what he calls "preventive" surgery in the shape of orthopaedic treatment may seem to the critical to be more curative than preventive, it is hard to set a limit on what may not be done in this way. In all such matters the work must, however, be left mainly to his own Ministry, which purports to include among its own activities "the institution and direction of research." As Dr. Héricourt said some years before the war in his excellent little book, "Les Frontières de la Maladie," the ordinary medical practitioner sees not the beginning, but the end, of most complaints, and the investigation of their origin must therefore be entrusted to those who have leisure and opportunity for it. Let us hope that the new Ministry may not only show itself mindful of its duties in this

(Continued overleaf.)



THE ENTHRONEMENT OF THE NEW BISHOP OF TRURO: THE RIGHT REV. GUY WARMAN PERFORMS THE CEREMONIAL KNOCKING ON THE CATHEDRAL DOOR.

The Right Rev. Frederic Sumpter Guy Warman was enthroned as Bishop of Truro on November 4. He was formerly Principal of St. Aidan's College, Birkenhead, and teacher in Hellenistic Greek at Liverpool University. In 1916 he became Vicar of Bradford.

Photograph by I.B.

the early stages of the war this horrible disease—caused, as we know, by the over-laboured earth of Belgium and Northern France—bade fair to make lacerated wounds incurable, and added a new terror to death. But the

most complaints, and the investigation of their origin must therefore be entrusted to those who have leisure and opportunity for it. Let us hope that the new Ministry may not only show itself mindful of its duties in this



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# Ingersoll Jewelled Watches

*Continued*  
respect, but may also do its best to educate the general public into effective co-operation with them. As Sir George Newman hints with good reason, without some knowledge of hygiene they are hardly likely to do this voluntarily and the senseless opposition in the past to

hygiene, than the corresponding class among ourselves and are driven to our shores through no fault of their own but by stress of poverty. They come from lands, moreover, in which typhus, cholera, plague, and other epidemics are rife, and it is impossible that many of them should not bring with them the seeds of some of these diseases. Even if these seeds do not develop later in the persons of their hosts, the phenomenon of "carriers" who can transmit such complaints without themselves suffering from them is well known, and the only safeguard against this is quarantine. If the House of Commons, instead of squabbling over whether a few pilots from our friends the French should be allowed to visit our ports, were to impose something of the kind upon all alien immigrants from the North of Europe, they would be doing the State some service.

F. L.

trenches ran. Whilst climbing to this nest Capt. Knight was in full view of the German lines.

Lady Astor's electioneering speeches prove her not only clever, but humanly sympathetic and remarkably capable. It will be a triumph for American womanhood if the first woman to sit in the British Legislative Chamber should be an American. Our Transatlantic sisters sometimes tell us that they are "tired to death" of being regarded as the ornamental adjuncts of their money-making men. They certainly do sometimes get looked upon as the walking—or rather, motoring—advertisements of their husbands' business capacities. All the time the majority are clever, thinking women, and lack only opportunity to prove it.



A PARTING OF ROYAL FRIENDS: KING GEORGE AND KING ALFONSO AT VICTORIA STATION ON THE LATTER'S DEPARTURE FOR SPAIN.—[Photograph by C.N.]

vaccination shows that they are not likely to submit tamely to compulsion.

One thing, however, the Ministry might do which would be of great use in the prevention of disease. The flood of alien immigrants from the North of Europe, effectively checked during the war, is now beginning again, and bids fair to surpass all records. Most—not to say nearly all—of these immigrants come from countries which have a lower standard of comfort, and therefore of

The new paper for women with the happy name of *Eve*, which is brought out by the *Sphere* and *Tatler*, Ltd., and edited by Mr. Huskinson, the editor of the *Tatler*, should appeal to a very large section of the fair and stronger sex which seems likely in the near future to control our destinies. The colour pictures and the cover are most artistic; and the fashions—which form the main feature of the paper—are extremely well done and up-to-date. There are good stories—and, indeed, a touch of most things that appeal to all Eves. We confidently predict a great success for this new venture.

A most unusual lecture was delivered by Capt. C. W. R. Knight, M.C., at the Camera Club, on the evening of Nov. 6, entitled "Wild Life in the Tree-Tops."

Capt. Knight has specialised in the photography and study of our British "tree-nesting" birds; and his observations were accompanied by lantern-slide pictures of most of them, which are among the finest that have yet been shown. Amongst other pictures Capt. Knight showed some taken in Belgium in the spring of 1915. These include one of the nest and eggs of the Golden Oriole—which was situated in a wood near St. Eloi, through which our front-line



THE HON. ESMOND HARMSWORTH CANVASSES "THE HEAVENLY TWINS": AN ELECTION CAMPAIGN INCIDENT IN THANET.

Mr. Esmond Harmsworth, the Unionist candidate in the Isle of Thanet bye-election, is here seen admiring a supporter's children known as "The Heavenly Twins."

November 15 was fixed as the polling day.—[Photograph by L.V.A.]

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## THE AUTUMN OPERA SEASON.

THE London winter is a dismal affair enough, but Sir Thomas Beecham, who upheld the banner of music through the darkest days of the war, has contributed something to rob November and December of a part at least of their terrors. This, of course, is his seven weeks' season of Grand Opera at Covent Garden—Grand Opera in English. As far as can be seen at present, the undertaking will achieve all purposes. It will pay, not only because the leading lovers of music have taken it to their hearts, but because it has received the *cachet* of royal patronage and approval. Then again, London is full of money; and some people feel, quite rightly, that they cannot do better with it than by supporting good music. They understand Grand Opera, too, in its English dress—perhaps for the first time. French, Italian, German, Russian—how many people could hope to be really familiar with work from all these countries? It was possible—even permissible—to pretend to be, but there is no lasting satisfaction in pretence. All operas given at Covent Garden should be sung in English when they are presented by English singers. Only when all the world must be laid under contribution to provide stars of the first magnitude must our native tongue be laid aside. Naturally, the translation of any libretto needs not only to be skilled, but to be made by a musician who has the score in mind or before him; and the men who have a literary style and a deep musical understanding are few and far between. Happily they exist; they are well known to Sir Thomas Beecham, and he has laid their services under contribution with the happiest results.

The present company engaged at Covent Garden has acknowledged Sir Thomas's sway in many a great pro-

vincial city, and the result is a better *ensemble* than can be expected or procured from a number of people gathered from the four corners of the earth for a brief season, to be scattered again at its conclusion. A large part of the quality of the present performances is due to the experience and understanding that result from a knowledge not only of the conductor's interpretations, but of the capacities of colleagues, their strength and

often the opera-lover listens to one, two, or three fine singers, and knows that in order to satisfy them it has been found necessary to starve the rest of the company. All music-lovers will welcome the end of this bad state of things that flourished in the days when Adelina Patti, then in her prime, could exchange her every note for gold.

Thinking of that wonderful singer who must soon be

a memory enjoyed by very few, one is reminded of another great change that the present season marks. The old florid music that was so popular because audiences could be relied upon to take it home with them, has gone its way, unwept, unhonoured, but by no means unsung. It had its proper day, and was well received in the Old World and the New. Then came the long Indian Summer, the period when it persisted in lingering beyond the time when its idiom had any real meaning to those who enjoyed even a modest acquaintance with music. Time and again Bellini, Donizetti, even Meyerbeer, have turned up smiling in company with the Verdi of the barrel-organ, the Verdi of "La Traviata" and "Trovatore." The new world of music-lovers has been a little intolerant, very impatient; but for the Old Guard there has been something of the Elixir of Life in the faded arias—they have paid their money and renewed their youth. Patti passed; but Tetrazzini appeared, and her wonderful voice is the instrument for which all the old composers wrote. We hardly realise in these days that the musician of old time was chiefly concerned with the few special voices that he found in the world; but I have long been of opinion that this was so, and

that his chief thought in handling his jewels was for their setting. If I am right, the revolt against this sacrifice of art to artist, encouraged if not led by Wagner, has been completed by the Russian composers. With them the voice is only one of several considerations. They want,

*[Continued overleaf.]*



THE SHAH OF PERSIA VISITING THE MANCHESTER COLLEGE OF TECHNOLOGY: WATCHING A CALICO PRINTING MACHINE AT WORK.—[Photograph by C.N.]

weakness. It is only from such a combination as we have at Covent Garden that the really smooth interpretation may be looked for with confidence. The company that Sir Thomas has brought together possesses not only a high standard of merit, but a fairly even one. All too

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Continued.]

to complete their opera, a gorgeous and expressive setting, a full measure of dramatic action, and a coherent orchestral commentary. By the side of this sane method of presenting art work there is little or no chance for the old school, and, if one may judge by Covent Garden's present programme and the reception accorded to it, the general public is accepting the new conditions and even appreciating them. The Russian success is due to a deeper cause than the breadth of its outlook. Russian composers have been in touch with life all the time. They have chosen noble subjects, they have put satire and salted wit under a veil of music and colour and action; they have expressed some aspects of the soul of their people. One has not found, in England at least, Russian operas that have been just a peg on which to hang musical or scenic effects. The Wagnerian art theory has been accepted by Russian composers, even though it be without their own knowledge. I am even inclined to think that they have widened its boundaries.

This brings me to the vexed question of what is called German music and its place in the scheme of things, for us, at least, in England here and now. It is hard to feel that there can be any art that



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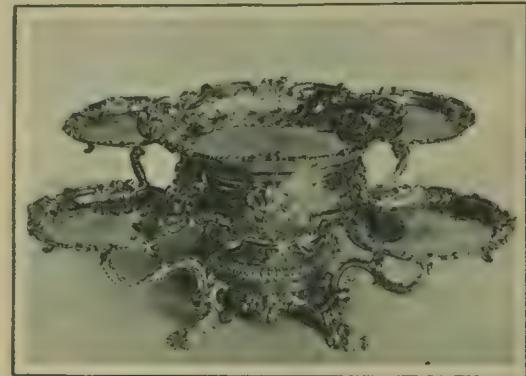
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depends largely upon nationality. Wagner was a genius who happened to be born in Germany; Shakespeare was a genius who happened to be born in England. No country has enough native-born genius to be independent of the world supply; we must each and all be borrowers of the other countries' best. The gift of genius is for as much of the world as has eyes to see, ears to hear, brain to comprehend. We should indeed be unwise if, while we gave what had been an enemy country the full advantage of our own best art, we voluntarily denied ourselves the benefit of the art that came from that country. Wagner in his grave will not be disturbed by any decision we may arrive at; and it looks as if Sir Thomas Beecham, whose musical instinct is seldom or never at fault, had done the right thing.

The autumn season of Grand Opera in English is valuable for the vista it

opens out. If the public will support such a season in the dead of the autumn, is it not likely that it will soon be prepared to maintain it throughout the year? With English conductors—Mr. Coates and Mr. Pitt are associated with Sir Thomas Beecham—with English singers, chorus, and orchestra, what a stimulus this will provide for music in England! What hopes it will bring not only to singers, but to the composers whose outlook hitherto has been so dreary! The success of the present season means much to them. B.

In these days of hurry every pen has to be the pen of a ready writer—a condition that is well fulfilled by the productions of Messrs. Perry and Co., of Old Bailey. Their well-known "Tested" pens are remarkable for ease and smoothness of writing, even on the roughest paper. One of the most popular is the "Queen Mary" pen, which has received the approval of her Majesty, and is especially suitable for ladies. It is made in fine white metal. Another favourite, both with women and men, is the "Irresistible," a non-corrosive nib made in yellow metal and adapted for general purposes.



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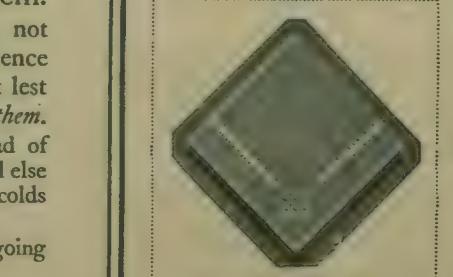
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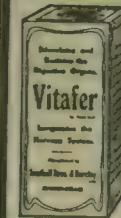
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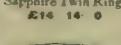
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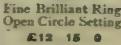
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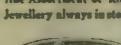
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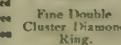
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## LITERATURE.

**Frederick the Great.** Facts relating to Frederick the Great have multiplied since the Sage of Chelsea wrote the monumental work that gave most of us our first acquaintance with the man who was regarded for so long as a hero. Since then the "Politische Correspondenz Friedrichs des Grossen" has been issued in thirty-six volumes, bringing the historical narrative down to 1775. The Austrian and German Military Staffs have prepared histories of the Silesian Wars in eight and six volumes respectively, and the Germans have added a twelve-volume work on the Seven Years War, carrying the narrative down to 1760. From the "Politische Correspondenz" and "Oeuvres de Frédéric le Grand," Mr. Norwood Young has written "The Life of Frederick the Great" (Constable), a volume that will be still more interesting to the general public than it is to the reviewer if the former are presented with the complete story. In the copy now before the writer, page 400 is followed by page 417, and Mr. Young's work is sufficiently good to cause the hiatus to be regretted. It is perhaps needless to say that the Carlyle myth is considerably disturbed by the latter-day documents to which Mr. Young has enjoyed access. We see Frederick rather in the light in which at one period of his chequered career he appeared to Voltaire. This is how that redoubtable critic wrote to Madame Denis. "I am making for my own instruction a little dictionary to be used in the Society of Kings. *My friend* means *my slave*. *My dear friend* means *You are utterly indifferent to me*. Understand by *I will make you happy*; *I will put up with you as long as I have need of you*. *Take supper with me this evening* signifies *I will make fun of you this evening*."

Perhaps neither Voltaire in the eighteenth century nor Mr. Young in the twentieth has quite done justice to the upbringing of Frederick the Great;



ON VIMY RIDGE: THE MONUMENT TO THE CANADIAN CORPS ARTILLERY: (INSET) THE TABLET. The inscription reads: "Erected in Memory of Officers, Non-Commissioned Officers, and Men of the Canadian Corps Artillery who fell during the Vimy Operations, April, 1917.—Canadian Field Artillery, Royal Field Artillery, Canadian Garrison Artillery, Royal Garrison Artillery, South African Heavy Artillery."—[Photograph by F. J. Mortimer, F.R.P.S.]

it is hardly surprising, if the boy is the father of the man, that some of his most unpleasant characteristics should have developed as they did.

Unfortunately for Frederick's reputation, criticism does not stop at idiosyncrasies; in the light of modern knowledge the much-vaunted king and soldier is arraigned on political and military grounds. Mr. Norwood finds that the Seven Years War provided one of the causes of the French Revolution and led to the break between England and America. It raised Prussia to the position of a great Power, led the German States to acquiesce in her rule, brought about the Prussianisation of the German Empire, and so led to the Great War.

Even personal bravery is not left unchallenged. Mollwitz, Lobositz, Kolin, and Torgau cannot be explained away, neither can Zorndorf nor Kunersdorf excuse them. Frederick's cruelty was notorious; so, too, was his treachery. Cathedrals were the special mark of his cannon when he besieged a city, and he would explain this practice by saying it had been forced upon him to his own deep regret by the enemy's use of the tower for an observation post. How history repeats itself! There is much hard truth in Mr. Norwood's strictures, but it is impossible not to feel that he has over-stated his case. This, of course, may be the ever-potent influence of Carlyle. The book is well written, and the Seven Years War is treated with an appreciation of the conditions under which it was fought that makes for excellent reading.

**The War—from the Ranks.** All who have read the vivid articles by Stephen Graham on the war, published in the *Times* and

(Continued overleaf.)

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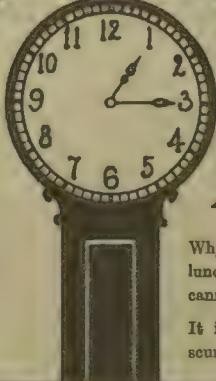
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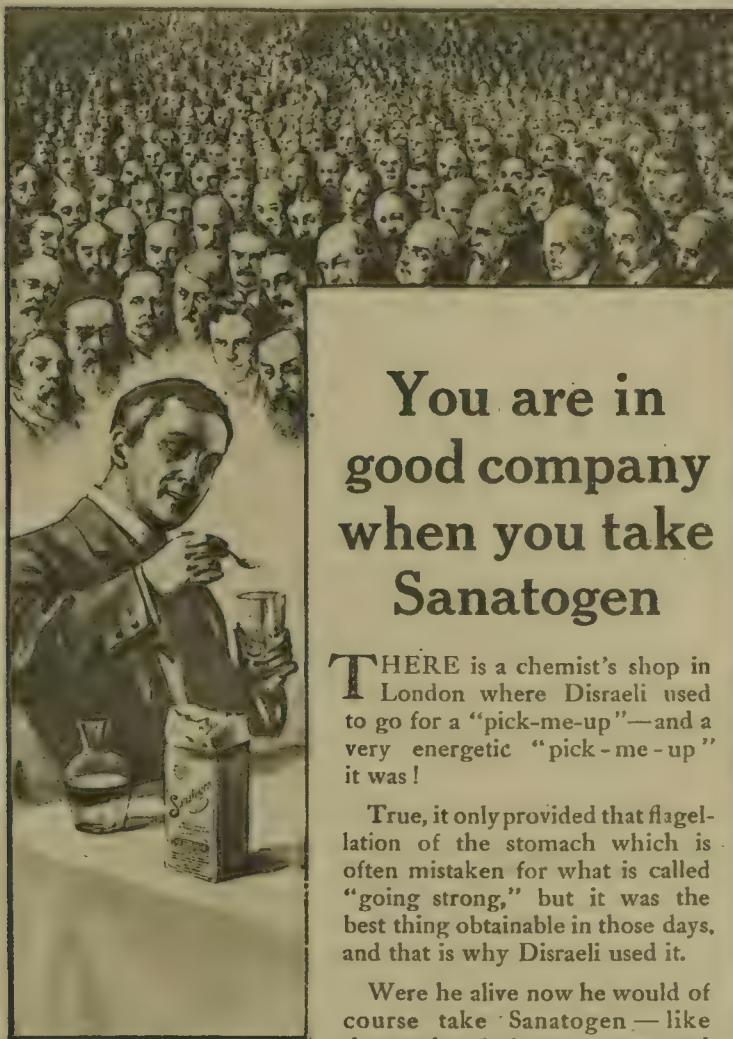
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*Continued.* elsewhere, will be glad to know that the author has gathered a number of them together in a volume called "A Private in the Guards" (Macmillan). Mr. Graham opens with "Notes on Discipline," in which he appears as a believer, like Mr. Bagnet, that "Discipline must be maintained," and avows his opinion that "the sterner the discipline, the better the soldier, the better the army," and that "A strong discipline is the foundation of heroic exploits in the field." He also emphasises the fact that the war caught Britain unaware, and that a great fighting force had to be provided at once; so that "once you were in the army it has not mattered what you were in civil life, a green youth or a father of ten, the man with the muck-cart or a professor," you were "a man, an effective, a bayonet," all of whom would later "turn into poets, ploughmen, philosophers, butlers, gamekeepers, and the rest." Yet there is humour in Mr. Graham's book, but often it is humour of the grimdest kind, with an undercurrent of bitter actuality running through it. The author emphasises a point which must have occurred to many readers during the days and months of stress and misery. "The more men die the easier it becomes to die—Death becomes cheaper and cheaper . . . a matter of the everyday."

It is very clear that in "Little Sparta Barracks" there was an idea that "brutality was humour." There is, it is true, another kind of humour to be found in Mr. Graham's descriptions of the people, the ways, the eccentricities of life in barracks, but the general impression given is as painful as it is exceptional. We get, also,

glimpses of life in London, one of which, to a manufacturer of munitions, is described in some detail and gives the reader furiously to think. Mr. Graham brings home with force the almost incredible effects of the war in many spheres of life outside that of the army, and he reminds us that when all is said there remains the great fact

### "Reynard the Fox."

The hunting field has hitherto inspired novelists rather than poets, and in the sporting school of fiction there is many a description of a thrilling run with the hounds. In the realm of verse it would be hard to find a parallel to Mr. John Masefield's new book, "Reynard the Fox," or "The Ghost Heath Run" (Heinemann), for, although the poets, from Homer downwards, have drawn similes from the chase, and have pictured various hunting scenes in incidental passages—there is an allusion to fox-hunting, for example, in Kingsley's "Ode to the North-East Wind"—yet one does not recall the case of another long, single narrative poem devoted to an account of a meet and the hunt that followed, from the point of view of the pursued as well as of the pursuers. The poem is dedicated to Ada and John Galsworthy, a circumstance which somehow inclines the reader to expect, perhaps, an attack on the cruelty of hunting as it appears to the humanitarian. But while Mr. Masefield certainly analyses the feelings of the fox with wonderful insight, and on the whole wins the reader's sympathy for his game struggle against enormous odds, yet he does not forget Reynard's own bloodthirsty character, and does not attempt to invest him with any glamour of false sentiment. Part I. describes the gathering of the meet, and is a veritable portrait gallery of English rural types, masculine and feminine, aristocrat and yokel. The



ANGLO-CHILEAN FRIENDSHIP: MEMBERS OF THE CHILEAN MISSION RECENTLY RECEIVED BY THE KING.

The Chilean Mission arrived in London on November 4, and arranged to leave England on the 12th. On the 5th they were received by the King, and lunched at Buckingham Palace. Their other engagements included luncheon at the House of Lords, the Lord Mayor's Banquet, and a visit to Portsmouth. Our photograph shows, from left to right, Señor Don Agustín Edwards, Chilean Minister in London; Rear-Admiral Don Luis Gómez Carreño, Señor Don Pedro Felipe Iníguez, Sir Arthur Walsh, Master of the Ceremonies; Señor Don Ismael Tocornal, Ambassador Extraordinary from Chile (Head of the Mission), Señor Don Manuel Salinas, First Secretary, and Commander F. E. Merino, Naval Attaché, of the Chilean Legation. The four figures on the right are unnamed.—[Photograph by L.N.A.]

of heroic patriotism, and that "it was ever the same humanity that went down in the evening in France and Belgium as went down in the morning at Thermopylae."

author is careful to add a note that "the persons and events described in this poem are imaginary. No reference is made or intended to any living person."

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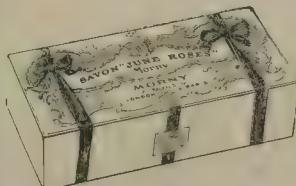
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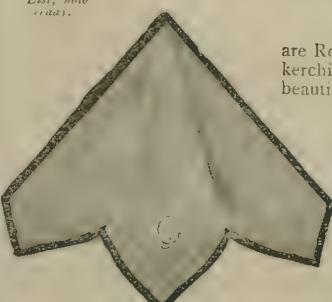
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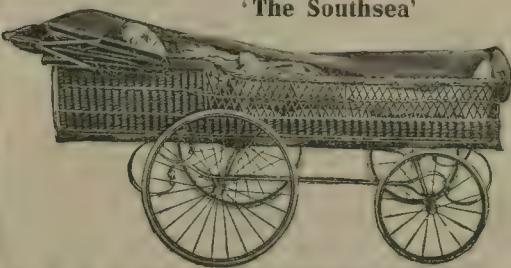
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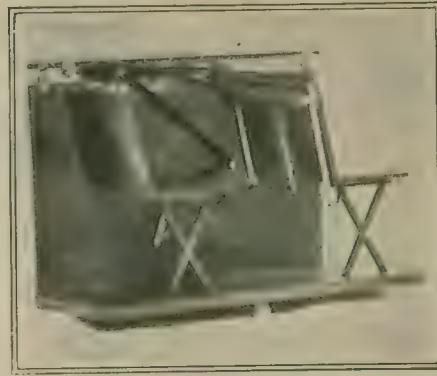
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Photograph by Illustrations Bureau.

and customs and of views in spreading, and the deplorable differences and barbarities referred to in "The Death Drum" will one day be things of the past. The heroine of this novel is an English girl who, greatly daring, marries the son of a white father and a native mother. The young wife is made the victim of a pitiless scheme of vengeance, aided by the horrors of native superstition and so-called religion, much of which will be a grim revelation to the majority of Miss Peterson's readers. We get a notable instance of this in the death of Bwana Davis, the father of the central figure of the story, whose funeral was marked with "vague, mysterious rites, traces of superstition that still live in the natives' mind, however much they may be outwardly Christianised. There was no coffin, but the body had been wound in bark-cloth by the old women, and it had a covering of banana leaves."

After his father's funeral, Tom Davis, his son, would have returned to England but for his mother, a native woman, and his sister, "a slim, tall girl, with features Egyptian in their beauty," whose life had been spoiled by the treachery of Morris, her dead father's friend. Word-pictures of native life, character, and personalities abound, and the whole book has the attraction of novelty, not too heavily handicapped by a few scenes of horror and allusions to "drums of death." Further, "Uganda is the background and the author knows it well," and uses

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The collapsible cover illustrated in this and in the accompanying photograph has been designed to protect from rain outside passengers on such open-top vehicles as motor-buses. It can also be employed as a wind-screen. Its only drawback would seem to be that the person behind it cannot see where he is going; but, as he is not concerned in the running of the vehicle, perhaps that does not matter.

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her knowledge with skill in this fascinating and very unconventional story. The race-trouble is foreshadowed early in the book in the description of Tom's dying father. "He had meant such great, rebellious things by his marriage. Hot-headed, he had rushed against the accepted standard of things. . . . To him, all women had been sacred: colour made no difference. Where there was passion there must naturally be love, he had held, and, to his mind, love was all-sufficient to build matrimony on. So he had married the woman, and the result had been more disastrous than anyone had foreseen. There remained Tom, whom his heart ached for because of the boy's likeness to his own race; and Juanita, whom he hated, had always hated, because of her colour. . . . And the trouble did not end with him. Tom would have to pay the price, eat the bread of bitterness throughout his life."

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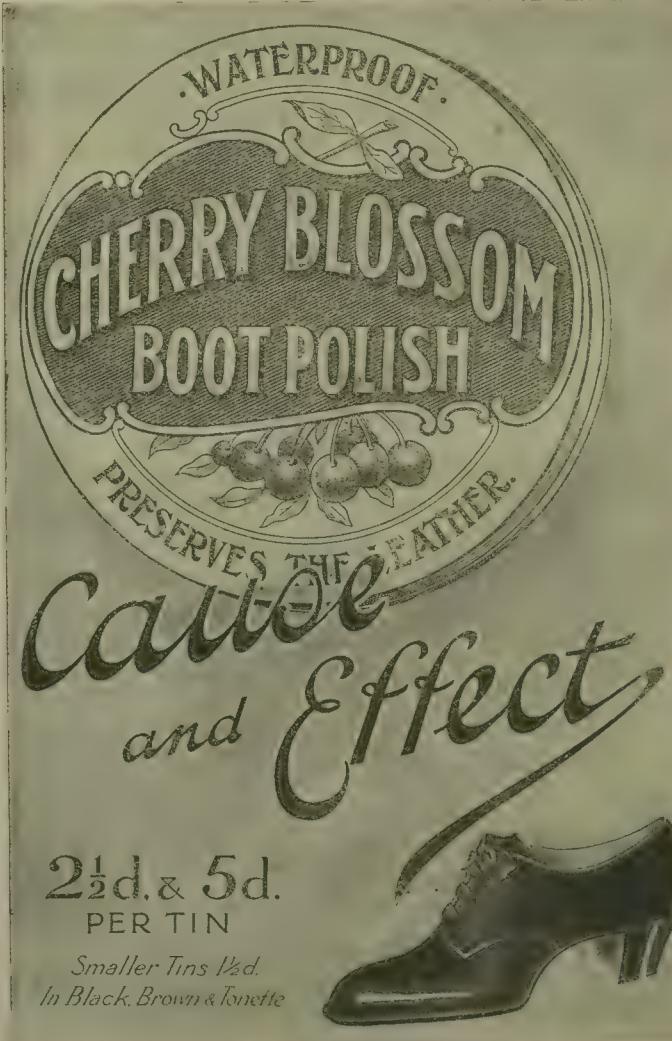


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Soap 1s., Ointment 1s. 3d. and 2s. 6d., Sold throughout the Empire. For the skin bather add 1s. *Myers' Sons, Ltd.*, 37, Cheapside, London. Also for mail orders with prices. Cuticura Soap shaves without mug.

**Myers' Silver Series**

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ASSORTED SAMPLE BOX  
NINEPENCE, OF ALL STATIONERS,  
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(Finlay's Patents,  
adjustable any size.)

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Pure Irish  
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than any other House. Here is an opportunity for those of moderate means to obtain Fine Pure Irish Linens at prices which are neither excessive nor prohibitive. May we send you Illustrated List of these amazing values?

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CARBURETTERS**

H.M. HOBSON LIMITED  
29 VAUXHALL BRIDGE R<sup>D</sup>  
LONDON S.W.1

## THE CHRONICLE OF THE CAR.

The Olympia Motor Show. From the point of view of attendance of the general public and of the interest of the exhibits, the current Olympia Motor Show is easily in front of any of its predecessors. On the opening day the attendance was rather more than 9000 above the figures of the first day of the Show of 1913—over 22,000 people passed the turnstiles. And so it has been every day—the attendances of corresponding days have been handsomely eclipsed. In one respect, however, the Show is quite Gilbertian. Olympia is full to its utmost capacity of new cars, which are ostensibly displayed in order to bring business to their manufacturers. There are purchasers in plenty. The newly-rich are there in battalions, with cheque-books sticking out of their pockets, and are only too willing to part with any amount of money to secure early delivery of any sort of car obtainable, but there is no real business being done. True, orders are being booked; but there is not a single manufacturer or concessionnaire in the Show who can truthfully

One exhibitor of a very high class car told me that the earliest delivery he could promise now is for September 1921, and still people insist on placing orders with him. There are some who can do better than that in the matter of delivery—but not very much, if the whole truth be told.

Of course, this is not at all healthy, and one would very much prefer to see competition for orders in place of such keen competition for cars. The first natural consequence of the present situation is an ever-upward tendency of prices, which, unless I am very much mistaken, will lead to a great deal of litigation later on. Some makers and agents have been careful to safeguard themselves by a limiting clause in their sale agreements, reserving the right to increase their prices in accordance with the costs of labour and material. Others, less careful, have not taken this elementary precaution, and have now taken the bull by the horns and put up their prices. They say they cannot and will not deliver at the prices at which orders were booked early in the year, and that clients who want their cars must pay the increased prices or go without. It is a peculiar situation all round, and it will be interesting to watch its development. Undoubtedly it is a difficult one, and, while one's sympathies are naturally with the motorist who in good faith placed his order early, it is impossible not to realise that there is also a very good case to be made out for the manufacturer who has found himself hopelessly handicapped in the maintenance of his price intentions by the enormous rise in the cost of labour, combined with the go slow attitude of the workers and the upward price tendency of materials. He simply cannot keep his bargain with the public unless he is prepared for bankruptcy, and realisation of this that the disappointed purchaser must approach the matter. In some cases he has legal right on his side, but I



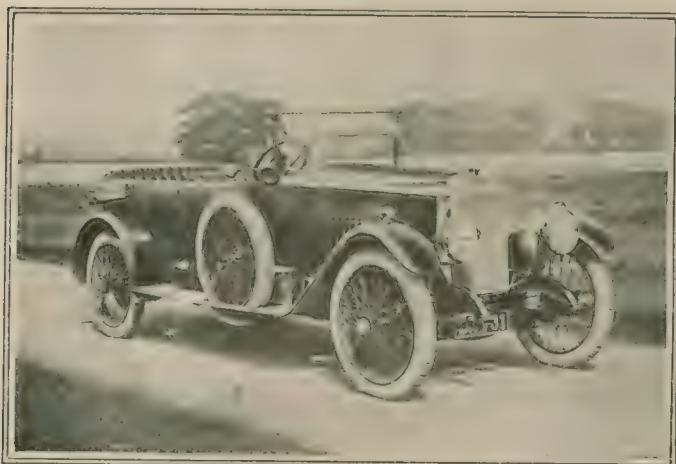
MOTRING IN LAKELAND: A DAIMLER "LIGHT THIRTY" ON A PERFECT ROAD BY THE SHORES OF THIRLmere.

Photograph by Abraham, Keswick.

question very much if equity does not greatly incline to the side of the manufacturer.

In so far as concerns the development of design, I have not been able to see that there is much that was missed in my introductory remarks in the Motor Supplement to *The Illustrated London News* of last week. It may possibly be remarked that there is a slight tendency to achieve cheapness of production in the small-car class by the adoption of the air cooled motor. Two or three cars embodying this feature are exhibited; but there are certainly not enough of them to make it safe to prophesy any wide departure in this direction. There is no reason why it should not be satisfactory within the limits of its present range of adoption; but I should certainly look askance at any tendency towards air cooling in the case of the larger types—at any rate until the smaller air-cooled

[Continued overleaf.]



SEATING FIVE: A 25-H.P. VAUXHALL "KINTON" TOURING CAR.

say that he will definitely give delivery to a private purchaser inside a period of many months. Cars are being booked for as much as two years ahead, and even more

I think it is with the full disappointed purchaser must approach the matter. In some cases he has legal right on his side, but I

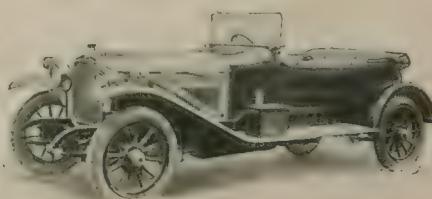
## THE SUPREME SUNBEAM STAND 49 OLYMPIA

### MODELS AND PRICES.

16 H.P. Chassis	£850
16 H.P. Touring-Car	£1,125
Semi-Sporting Car	£1,125
Limousine Landauette	£1,275
24 H.P. Chassis	£1,125
24 H.P. with long wheel base	£1,150
Touring-Car	£1,400
Semi-Sporting Car	£1,400
Limousine Landauette on long wheel base, £1,650	

### EQUIPMENT.

Set of Dunlop tyres, spare wheel and tyre, dome wings, electric lighting set, self-starter, metal valances, hood and hood envelope (for open car), number plates, clock, speedometer and full kit of tools.



THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON.  
Manchester Showrooms: 106, Deansgate.  
London & District Agents for Cars J.J. Keele, Ltd., 72, New Bond Street, W.1



## The Daimler Cars for 1920

have already been hailed by connoisseurs as masterpieces of engineering.

The Daimler Sleeve-Valve Engine, which as long ago as 1906 created an unchallenged standard of superiority for power and endurance, is maintained in principle but improved in detail. It is still the ideal engine for silence, sweet running, endurance, power, flexibility and reliability.

Every purchaser of a Daimler has the satisfaction of knowing that his car cannot be surpassed in quality of materials and excellence of workmanship, that it will maintain its efficiency for longer periods than any other car without overhaul or replacement, that it has a distinctive character of dignity and refinement, and that it is worth every penny of the purchase price.



The Daimler Company, Ltd.,  
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**CANVAS**  
RUBBER NON-SKID  
TREAD  
BEADED-EDGE ATTACHMENT

**CORD**  
RUBBER NON-SKID  
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**CORD**  
9" PNEUMATIC for  
CHAR-A-BANCS, LORRIES AND  
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ALL OF THE NEW  
**'MAGNUM'**  
TYPE

# DUNLOP

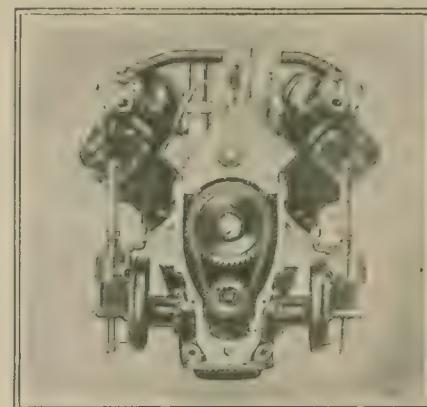
**STAND  
197  
OLYMPIA**

*Continued.*  
motors have proved themselves by test in the hands of the private owner.

**Some More of the Exhibits.** Owing to the exigencies of space and time, it was impossible last week to refer in detail to everything of interest in the Show. Indeed, if one were to go into a detailed summary of all that is to be seen which is worthy of special mention, it would take many weeks and occupy far more space than is at my disposal; so it is only possible to single out some of the more noteworthy features of design for mention. However, I have made a further selection from the list, and touch briefly upon them below.

**The Heart of the Car.** Some weeks ago I referred to a visit I paid to the works of the Dorman Engine Company, at Stafford, a visit which very greatly interested me because of the evidences I saw of really progressive methods and of production on the grand scale in being. There I saw engines being turned out literally by the hundred, but with no evidences of that haste which too often means scamped workmanship and consequent trouble for the user. On the contrary, what was in evidence was really scientific production, and the employment of all the best practice known to the modern engineer, with the result that by the time the resultant engines reached the test-room it became a matter of almost mathematical certainty that the performance of each individual motor would reach within a decimal point, one way or the other, the actual power output demanded of its particular series.

There are so many car-building firms now standardising the Dorman engines that the interest of the stand at which they are shown goes far beyond the ordinary. Generally speaking, an engine exhibit appeals much more to the trade than to the private motorist; but there comes a time when, by reason of the widespread use of that motor, it is really more interesting to the motorist, because the car he is using



A CADILLAC EIGHT-CYLINDER V-TYPE ENGINE:  
THE FRONT VIEW.



THREE HUMBER CARS ON THE ROAD: (LEFT TO RIGHT) A 10-H.P. FOUR-SEATER, A 15·9-H.P. OPEN TOURING CAR, AND A 15·9 SALOON.

or intends to purchase embodies this engine as its essential power plant. Therefore, the visitor to Olympia will find himself amply repaid if he spends a part of his time in seeing the Dorman exhibit and in having

its works' evolution explained to him. He will be interested, even if his car is driven by another make of engine.

**A Notable Coach-Work Display.**

Personally I plead guilty to a certain want of interest in coach-work. My own modest wants go no farther than a fairly comfortable open body. The saloon and the landaulette are not for me, who am by no means luxuriously inclined in my motoring. But there are certain exhibits at the Show which have their strong appeal, if only because one is able to appreciate artistry in design and imagination in equipment, not only in the mechanical details of the chassis, but in the lines and the finish of the coach-work. One of these exhibits is that of Messrs. Cole and Sons, who have a stand in the Annexe. This firm was, if my recollection is not at fault—and I am sure it is not—the pioneer of the popular coupé-cabriolet, which is undoubtedly the finest type of all-weather body. It created the fashion in the all-open or all-closed car at will, and as expressed by Messrs. Cole it leaves its imitators well behind in beauty of design, graceful appearance, and finish. There are two cars exhibited with this useful type of body—namely, a

30-h.p. Daimler and a 25-h.p. Vauxhall. Both of these are really exquisite examples of the art of the coach-builder, and are the last word in luxury allied to convenience. There is also shown a Cole Imperial landaulette-limousine on a 25-h.p. Talbot chassis, which again is a really magnificent example of motor body-work.

**The Clincher Exhibit.** The North British Rubber

Company are exhibiting in the Tyre and Wheel Section, where they show numerous examples of the well-known Clincher tyres and accessories. It is not easy to write on the merits of a tyre exhibit. One tyre looks very like another, and it is

only on the road that differences transpire. The Clincher has made its reputation on the King's highway, and nothing that can be said in its praise would be half as convincing as the facts, culled

*Continued overleaf.*

# Firestone TYRES

ONE of the reasons why you need Firestone Tyres is to be found in the powerful Non-Skid Tread. The letters are angled to give a true hold, on any road, in all seasons.

Firestone Tyre builders support this tread with a strength and quality of body which only the Firestone organisation is equipped to build.

For safety, comfort, long service and economy equip your car with Firestone Non-Skid Tyres.

**FIRESTONE TYRE & RUBBER CO., LTD.,**  
216, TOTTENHAM COURT ROAD, LONDON, W. 1.  
Telegrams: "Firtrubbo, Ox, London." Telephone: LONDON, 1915-1916.  
**MANCHESTER—** 23, ATKINSON STREET, DEANSGATE.  
"Grams: "Firtrubbo, Manchester." Telephone: City 39.

**MOST MILES PER SHILLING**

## STAND N<sup>o</sup> 64 OLYMPIA

### THE *Lanchester* NEW FORTY

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many Years Experience  
in the manufacture of  
High Grade cars. Ask  
for Descriptive Booklet



**THE LANCHESTER MOTOR CO., LTD.**  
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BIRMINGHAM & MANCHESTER.

## The King's Record Motor Drive.

Vide Press.

The Daimler Company Ltd. has received the following letter from Captain The Hon. Sir Charles Wentworth Fitzwilliam, K.C.V.O., Crown Equerry to  
HIS MAJESTY KING GEORGE V.



Royal Mews,  
Buckingham Palace, S.W.

October 7th, 1919.

"I was desired by His Majesty to express to you his appreciation of the running of the Daimler Cars used by Their Majesties on their journey from Balmoral to London on the 3rd and 4th instant. Both cars, which have been in constant service since they were delivered by you some years ago, ran the distance of 541 miles without the least trouble of any sort. The second car—a Brake—was for luggage only; so Their Majesties depended entirely on the reliability of one of their Daimler Limousines."

## RELEASED!



# MEX

MOTOR SPIRIT

is now finally released from control of the Pool Board. Ask your dealer for Mex—the all-British motor spirit; the brand you need for miles and speed.

Our other popular brands of petroleum products are Snowflake, Bearcreek and Empire lamp oils, Bowring's Empire Vaporising Oil, for tractors and oil engines, and "All's Well" motor lubricating oils and greases.

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Telephone: London Wall 1200. Telegrams: "Pétroleurs, Ave, London."

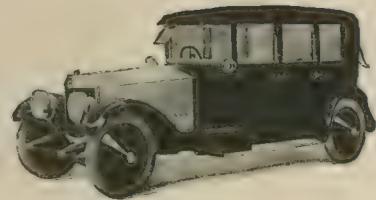
Call and see us at

**OLYMPIA**  
STAND No. 336.

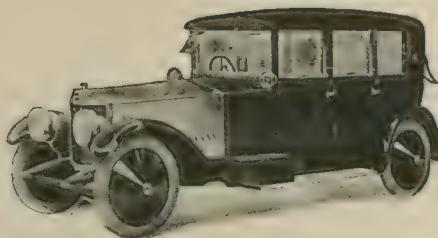
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YOU will find a continued association with the SIZAIRE-BERWICK Car

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# SIZAIRE BERWICK AUTOMOBILES

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Telephone 2499 Willesden.

[Continued]  
from thousands of users, which the visitor to Olympia can have laid before him at the North British Stand. He will be well advised to call there before making his final choice of tyres for next season.

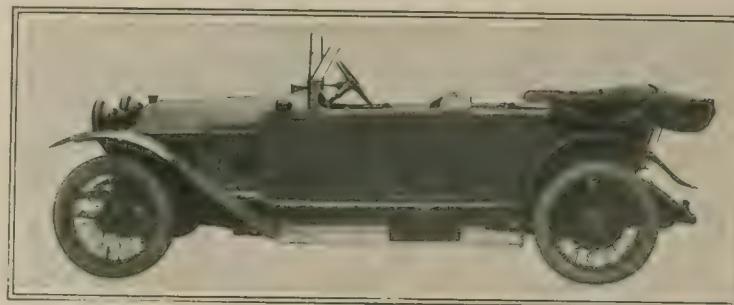
**Rudge-Whitworth** There is still much discussion as to the respective merits of the detachable wheel and the demountable rim. Both have their advocates, and it may be readily conceded that both have their merits. For my own part, I am all in favour of the detachable wheel, which weighs less and is generally more handy in operation than the rim. I know this is open to controversy. The advocates of the demountable rim point to the ease with which the tyre can be mounted, without the use of levers and so forth. The answer to that is that you cannot have it both ways; and in any case I prefer the detachable wheel—if it is one that does not detach itself when the car is travelling at speed.

I have had that happen, and am careful about the selection of such wheels. Therefore, the exhibit of Messrs. Rudge-

it can be depended upon to stay there until one requires its removal in the orthodox manner.

**Not at the Show.** I am able to give the would-be car purchaser who has been to the Show and failed to secure promise of early delivery a good tip. I am told by the London representative of one of the largest motor-car factories in the world that he expects to be able early next year to deliver all the cars ordered within the next week or so. The firm in question is Maxwell Motors, Ltd., of 116, Great Portland Street. They are not at the Show, but are exhibiting their new models at their own show-rooms. There is the Maxwell itself, which is a four-cylinder car of more than average merit and low price; and the six-cylinder Chalmers, which is a very favourite car in America—its country of origin. It is more than refreshing to find a firm who can really talk about early deliveries of cars ordered now.

W. W.



A WELL-KNOWN FRENCH CAR: A 16-h.p. PEUGEOT—1920 MODEL.

Whitworth is always of interest to me, because they were the first really to specialise in detachable wheels, and because, once the "R.W." wheel is in place and locked,

to find a firm who can really talk about early deliveries of cars ordered now.

## INVINCIBLE TALBOT NEW MODELS are being exhibited on STAND 85 OLYMPIA

Numerous improvements have been effected in each model whilst retaining all those characteristics of design which are primarily responsible for the Talbot Car's unparalleled record of successful road service.

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## Humber OLYMPIA Stand No. 88

MAKE A POINT of SEEING the 1920 HUMBER MODELS, which include the  
10 h.p. 4-Seater Touring-Car - - £530  
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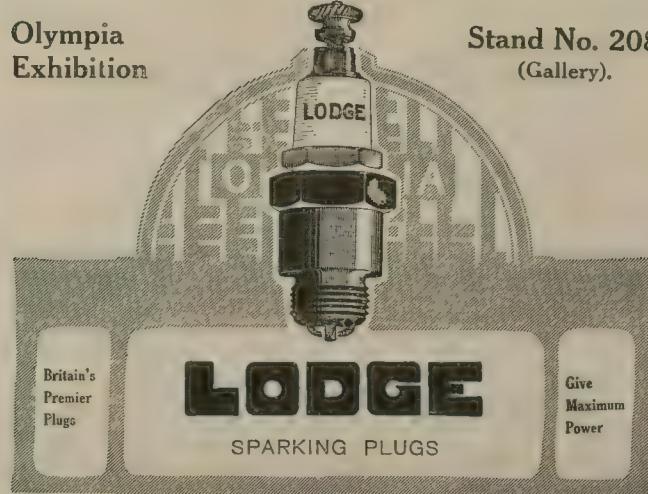
and the new 15·9 h.p. Models:  
15·9 h.p. Saloon-de-luxe - - £1,010  
15·9 h.p. Chassis - - £650

In appearance and finish they are everything that the most fastidious could desire; in material and construction they stand supreme.

**HUMBER LIMITED, COVENTRY**

Olympia  
Exhibition

Stand No. 208  
(Gallery).

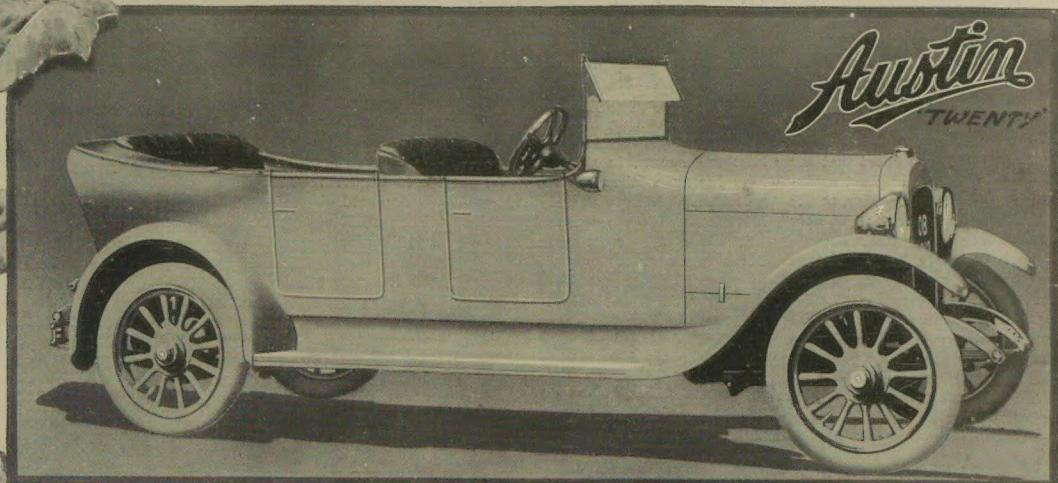


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**BROWN BROTHERS LTD.**  
with which is amalgamated James Thomson & Son (Motor Factors) Ltd., Great Eastern St., London, E.C.2. Branches—Edinburgh, Glasgow, Manchester, Newcastle, Birmingham, Dublin, etc.

**DUCO** REGD. Leaf Spring GAITERS





## *This Autumn -*

With the fall of the leaf, motorists once again think of the Show. From the car window, as you come up to Town, your eyes rest on Nature's harmony.

When you reach Olympia, those same eyes will be equally pleased with the car harmony expressed in the "Austin Twenty" exhibit on Stand 54.

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during Show next week

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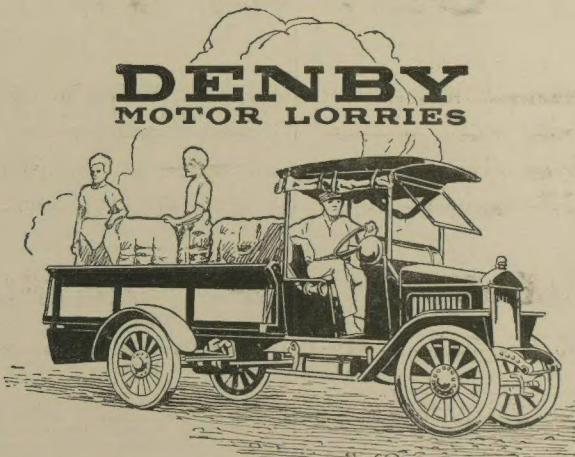
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**DENBY MOTOR TRUCK COMPANY**

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Cable Address: "Dentrux"

## DR. SCOTT'S LIFE.

ENGLISH readers find pardonable difficulty in understanding books upon the Scottish Church, the mere nomenclature of which they easily get lost. Any Southron, not an ecclesiastical specialist, who tackles Lord Sands's "Dr. Archibald Scott and his Time;" (Blackwood) may welcome a concise guide. In 1843, after the "Ten Years' Conflict," 400 ministers of the Established Church of Scotland left their livings for conscience' sake, on the question of State control over the placing of ministers. They formed the Free Church of Scotland, which grew to power and influence rivalling the Establishment. It should be noted that the Free Church was not a Dissenting body as England understands the phrase. It looked for a return, one day, to the ancient fold. There was already in existence another body, an earlier secession, the United Presbyterian Church, which held the voluntary principle. Gradually the Free Church, though voluntary only by necessity of self-support at the time of the Disruption in 1843, tended towards voluntarism, and in 1904 the Free Church and the United Presbyterian Church came together as the United Free Church of Scotland. But a small minority of the Free Church, clinging to original principles, opposed the union, declared itself the true and only Free Church, and claimed all Free Church property. This view and claim the House

of Lords upheld, and the so-called "Wee Frees" remained victors, and continued separate work under the name of the Free Church of Scotland. Thus union produced yet another schism. With these facts in view, English readers of Dr. Scott's life should find little difficulty in mastering the sectarian puzzle. But the full zest and flavour of the volume is for Scotsmen. This "life" of the great divine who led the Established Church of Scotland from 1888 till his death in 1909 is not so much a formal biography as a collection of documentary materials for Scottish Church History during the period of Dr. Scott's ministry. He held St. George's, Edinburgh (name of high significance to Scots), the principal charge in the city, from 1879. The later movements, in which Scott took a guiding hand, form the main scheme of the book, but the biographical part has not been neglected. Against the background of his times, the incisive, practical figure of Scott stands, clear-cut, with abundance of human touches. It is the picture of a man, something less than great, but wholly good, and of powerful influence. His part in the yet incomplete movement for reunion of all the Scottish churches proves his breadth. Breadth is the characteristic of Lord Sands's treatment of his theme. There is no narrow sectarianism. Scott moves in a world of men. His associates, men of great name in the Church, the Law, and the general life of Scotland, and of Edinburgh in particular, are often hit off in neat thumbnail sketches. That of Dr. Mitford

Mitchell is perhaps the best. Scott was hardly a humourist, but in descriptions of Edinburgh worthies, Lord Sands has given his book the saving salt of humour.

The old-established firm of Blériot, who, it will be remembered, were the first to introduce a dynamo lighting system for motor cars, are exhibiting a number of British-made Blériot lamps of tasteful design and fine workmanship. These include a new pattern head-lamp, side and tail lamps. They are also exhibiting new model dynamos, self-starters and lighters, together with the Blériot-Klaxon horns. In addition, they are showing the latest French models as recently exhibited at the Paris Salon. The whole exhibit maintains in a marked degree the high reputation of the Blériot firm for quality and good workmanship, combined with taste and refinement.

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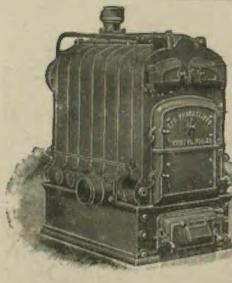
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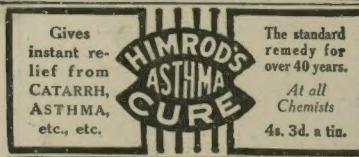
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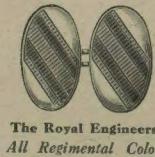
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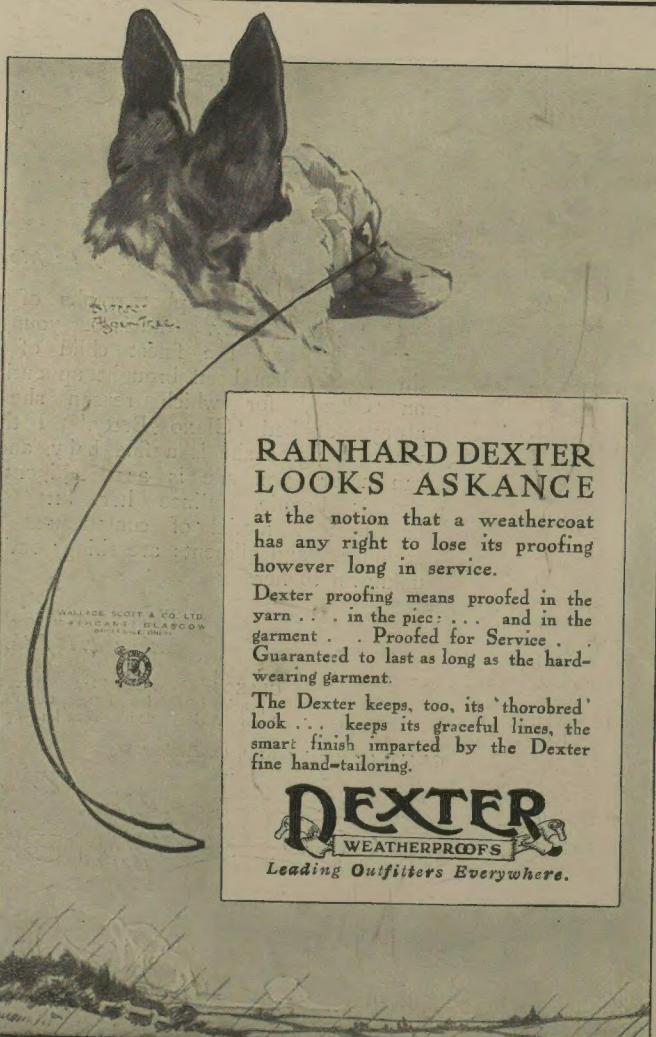


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